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Telegrams.

THE CORONATION.

GREAT PREPARATIONS FOR COLONIAL TROOPS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Feb. 14, 10.20 p.m.

The preparations for the Coronation continue actively.

The Colonial troops will be received and entertained right royally, and the utmost efforts are now being made to arrange for the reception of the representatives from overseas.

The Japanese Press publishes a report to the effect that Sir Claude and Lady MacDonald are leaving Japan in May in order to attend the coronation of King George V. His Excellency and Lady MacDonald will accompany Prince and Princess Higashi Fushimi, who are going to London to represent his Majesty the Emperor at the Coronation.

ROYAL PATIENTS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Feb. 14, 10.20 p.m.

Latest news from Dartmouth College, of the outbreak of measles there, is to the effect that both the Prince of Wales and Prince Albert, both of whom contracted the disease, are improving.

OBITUARY.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Feb. 14, 10.20 p.m.

The death is announced of Colonel Eustace James Anthony Balfour, brother of the Rt. Hon. Arthur James Balfour, Leader of the Opposition.

[Colonel Balfour, A. D. C., was a Fellow of the Royal Institute of British Architects and of the Royal Society of Antiquaries. He published several books on architectural and military subjects. He was born at Whittinghame in 1850.]

THE REGENT.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

The splendid new palace of the Regent is now completed, and His Imperial Highness will remove to it next month.

Telegrams.

BRIGANDAGE.

GAMBLING HOUSES A DETERRENT.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

Viceroy Chung Ming Chi in a memorial to the Throne, in which he states that on the 1st day of the 2nd moon he will abolish the gambling tax, points out that since gambling houses are a great deterrent to brigandage, since they offer free shelter to homeless men, their closing will cause a great increase in the ranks of robbers.

He proposes to take the severest repressive measures at once.

CHINA'S ARMY.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

The Lachuanpa (Board of War) has telegraphed to the provincial Generals urging them to recruit and train as many men as possible.

STAMP DUTIES.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

The Board of Finance has conferred with the Grand Council with a view to arranging the imposition of regular stamp duties throughout the Empire.

SPIRIT MONOPOLY.

ITS EFFECT ON CANTON RICE MARKET.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

The effect of the Canton spirit monopoly as now conducted is being considered by Cantonese officials in Peking.

At present the monopoly is put up for public tender, but the opinion of the officials is that it should be in the hands of the nine merchants' Guild.

The Guild controls the rice market, and prices soar when the monopoly leaves its control.

Telegrams will be sent to the Viceroy to this effect.

Telegrams.

THE PLAGUE.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

The Foreign railway has resumed running.

The Wai Wu Pu has informed the Russian Minister that ten Chinese doctors, well versed in Western medicine, have been sent north to fight the plague.

YUNNAN.

WHY THE BRITISH TROOPS ENTERED THE PROVINCE.

[SHEUNG PO "SERVICE."]

Peking, Feb. 15.

The presence of British troops in Yunnan has been satisfactorily explained by Sir John Jordan, British Minister at Peking.

In reply to the representations of the Wai Wu Pu, His Excellency said that brigandage had reached such a pitch along the frontier that the British troops were compelled to operate against the marauders, since the Chinese authorities were unable to suppress them. No other reason actuated the occupation of Chinese territory.

This has been reported to the Grand Council, who will hold Viceroy Li responsible, not only for his failure to put down brigandage, but also for the alarmist telegrams in which he described the situation.

AMERICAN NEWS.

Washington, February 10.—The House of Representatives yesterday passed the bill providing for the reappointment of membership in that body under the new census. The total number of members in the House according to the new bill will be 433.

Philadelphia, February 10.—Bishop O. W. Whitaker of the Protestant Episcopal Church is dead in this city, of grippe.

Washington, February 10.—Rear-Admiral Schley, retired, is in a serious condition as a result of a fall. Yesterday he slipped on the ice and fell, breaking three of his ribs.

HOCKEY.

The semi-final of the Challenge Cup competition will take place on Friday, 17th inst., at Happy Valley, on the Hongkong Hockey Ground, between the Royal Engineers and the Mahrattas. Bully off at 4.30 p.m. sharp.

The Mahrattas have a strong team, and their combination is excellent. A good game is expected, and lovers of hockey should not miss this game, as it will be one of the best in the competition.

BLUEJACKET IN TROUBLE.

John Neil, a blue jacket on H.M.S. Otter, was charged this morning before Mr. J. R. Wood with using abusive language at the Post Office, and assaulting a shroff. Defendant pleaded not guilty. Mr. Martin, Superintendent of the Registration Department of the Post Office, stated that at 3.20 p.m. Charles Poole made a report to him, and in consequence of it he went to the counter and saw one of the shroffs, bleeding from the nose. He asked him who did it, and he pointed to the defendant outside of the counter. Before this he heard some very foul language in English. Defendant said he wished to post the parcel and was given every opportunity to do so, but apparently he had no money to do so.

C. J. Poole stated that he was a clerk in the Post Office. One of the clerks told him that the defendant had struck the shroff. Defendant—Where were you when I was there with the parcel?—In the centre of the office. And you say that after you arrived I used abusive language?—Yes.

Chung Wah, shroff, said he was at the counter when the defendant came up with a parcel. Witness told him to go to the next office. Defendant lifted up the parcel with both his hands and after saying "One, two, three," knocked it against witness' face, and later he struck him a second time. His Worship (to defendant)—Did you have any drinks?—Yes, two pints of beer.

An officer of the ship said the defendant had a very good record. His Worship—I find you did assault this clerk and you did use bad language in the Post Office. I impose a fine of \$7, or seven days imprisonment.

PICKPOCKETS ABROAD.

A Chinese woman had her watch and chain stolen yesterday at the race course. Another theft of this kind occurred in a booth, a European having his watch and chain neatly taken out of his waistcoat pocket.

A long coated Chinese was charged this morning with picking \$3 odd from another man's pocket at the race course yesterday afternoon.

Complainant stated he was buying tickets in a booth and the defendant was at his side. The latter cut his pocket, and before he had time to disappear witness grabbed him by the queue and the people in the shed told him to charge him.

The case was remanded.

COMPANY REPORT.

SHANGHAI LAND INVESTMENT CO., LD.

In their 22nd annual report, the directors of the above company say that the past year cannot be considered unsatisfactory in view of the depression that has prevailed in Shanghai, though the net result falls short of previous years. The working account for 1910 has a credit balance of Tls. 426,043.18 as compared with Tls. 455,079.31 for 1909. The gross rentals show an increase of Tls. 19,102.75, but against this there is an increase in running expenses of Tls. 20,798.25. This increase in expenditure is largely due to decorative repairs made necessary by frequent changing tenancies and to expenditure in permanent improvements to houses on Chwang Hong Estate. The amount to the credit of profit and loss account, after adding Tls. 50,000 transferred from the equalization of dividends fund and deducting the interim dividend paid in July last, is Tls. 320,398.49 which the directors recommend for appropriation as follows:—Final dividend of 6 per cent (making 12 per cent for the year) on all fully paid-up shares, Tls. 234,000.00; transfer to repairs and renewals account, Tls. 75,153.60; carry forward to New Account, Tls. 11,244.89.

NAVAL APPOINTMENTS.

The following appointments have been made at the Admiralty:—Commander C. L. Lamb, to the Tamar, additional, for the Otter, in command, on recommissioning, undated. Lieutenants—The Hon. G. Stopford, to the Crescent, 31st inst., and to the Tamar, additional, for command of the Fame and Virago, on commissioning, II. D. Adair Hall and H. S. Monroe, to the Tamar, additional, for the Handy and Hart respectively, in command, on recommissioning, G. B. Hartford, to the Whiting, in command, and M. B. R. Blackwood, to the Crescent, 31st inst., and to the Tamar, additional, for the Janus, in command, all undated. Sub-Lieutenants—D. N. W. Joel, to the Crescent, 31st inst., and to the Tamar, additional, for the Handy, on recommissioning, undated; F. T. Peters and H. D. Dunbar-Dunbar-Rivers, to the Tamar, additional, for the Otter, additional, and Hart, additional, 31st inst., and on recommissioning respectively, undated; N. R. Poploe, to the Tamar, additional, for the Janus, on recommissioning, and H. E. Archer, to the Tamar, additional, for the Whiting, additional; Jun. 31, and on recommissioning, undated. Staff Paymaster J. C. Baker, to the Crescent, for troop trip to Hongkong and back, to date 22nd inst. Assistant Paymasters—S. W. Saxton, to the Crescent, 31st inst., and to the Tamar, undated; J. O. Boardman, to the Crescent, for troop trip to Hongkong and back, to date 31st inst.

SILVER MARKET.

The Silver market has undergone little change during the week, says the "L & C. Express" of the 13th ult. Forward was quoted at 1.8d. over spot until 11th inst., when the difference widened to 3-10d. This difference has been maintained. Both India and China have bought during the week, but China has also been a seller, the fall towards the close being partly due to this selling. The Paris Mint has bought 20,000 kilos, nearly 75,000, but otherwise the market has been rather quiet. At the close the tone is fairly steady with no decided tendency.

LOG BOOK.

The number and tonnage of vessels given by the Customs quarterly returns as entered and cleared at the port of Shanghai during the quarter ended December 31, 1910, was 4,427 vessels of 2,340,349 tons entered and 6,905 vessels of 2,410,228 tons cleared against 4,797 ships of 2,433,554 tons cleared in the same quarter of 1909.

Of the total entered 1,028,848 tons were under foreign flags and the remainder of 411,501 tons under the Chinese flag.

News was received at Shanghai that the Indo-China steamer Taisang, Captain R. Anderson, on her way down from Chinwangtao with coal, had sprung a leak and had been compelled to put into Port Arthur.

Mr. W. Murray, third engineer, Amara, has resigned.

Monday morning at 7 o'clock Messageries Maritimes's s.s. Oceanion arrived from Shanghai.

During the recent riots at Hankow the Indo-China steamer Kingsing, which was moored at the Bund, found herself in the direct line of fire and several bullets rattled in uncomfortable proximity to the crew. One shot struck the bridge and, passing through the screen, went through the woodwork at the back.

A sailor on the British steamer Lucio, which left Kobe on the 7th, for Yokohama, was attacked by scarlet fever, and was removed to the Kasugano infectious disease hospital. A case of smallpox took place on the British steamer Nippon in Kobe.

CHINA'S IMPORTS.

Newspaper scribes are prone to bewail the fate which necessitates that they should have to write about the mass of bewildering statistical returns which find a place in the ordinary Government Blue-books forwarded officially for the information of the Press. But the most brain-fagging Blue-book will make pleasant reading as compared with the Yellow-book issued by the Statistical Department of the Chinese Imperial Maritime Customs, from whom we have to acknowledge the receipt of their returns just issued for the year before last. It is a voluminous tome, consisting of nearly 300 quarto pages and from beginning to end it does not contain one paragraph of explanatory letter-press concerning the various matters dealt with. The contents are page after page of columnar statistics. Yet, one can glean a certain amount of generally interesting facts by a patient perusal of the Yellow-book.

The total net value of foreign imports into China in the year under revision amounted to 418,158,000 Haikwan taels, an increase of 24,653,000 taels as compared with the preceding period of twelve months. Hongkong held by far the leading place amongst the importers of foreign goods to China—the value of her imports being 150,471,000 taels, or an increase of 219,000 taels over the previous year, but a decrease of more than 5,000,000 as against 1907. Imports from Great Britain fell off from 72,561,000 taels in 1908 to 68,230,000 taels, and showed a decrease in value of some 10,000,000 taels as against each of the years 1907 and 1908.

Macao's imports into China amounted to the value of 5,325,000 taels, a reduction of about half a million.

Singapore and the Straits Settlements exported to China goods to the value of 6,679,000 taels, an increase of over one million.

The imports from British India represented a value of 40,434,000 taels, or nearly ten millions more than in the twelvemonth that went before.

Japan increased her imports by some seven million taels, bringing the total value up to 59,975,000 taels. Germany sent imports to the value of a little over fifteen million taels, or about one million more than in the preceding year. The United States imported goods to the value of 32,607,000 taels—a decline of eight millions. It must be admitted that in view of Hongkong's position as chief importer of foreign goods into China, our Colony can hardly lay claim to have secured as large a share as might have been expected of enhanced trade with the Celestial Empire. In this respect she contrasts unfavourably with Japan, with British India, and slightly so with Germany—all of whom made comparatively large increases in the value of their import trade with China. The enhancement of British India's imports is rather remarkable when one considers recent regulations imposed upon the valuable opium traffic. The big fall in imports from the United States is not accounted for. As regards the value of direct foreign import into each Customs district, Shanghai is very far ahead with goods to the value of 192 million Haikwan taels. Canton came second with nearly 29 million taels, Kowloon had over 27 millions, Tientsin 25, and Hankow 17 millions. As regards imports describable as peculiar to China may be mentioned gin-seng, of which 290,000 cattie, valued at one and a half million taels, were sent into the country. Beech-do-mer was imported to the value of one and three-quarter million taels and birds' nests to the amount of 627,000 taels. About three and a quarter million taels' worth of foreign tea was also imported, mostly from Japan, Formosa and British India.

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ANOTHER RUBBER SENSATION.

WARRANT ISSUED.

Mr. H. W. Firmstone, first magistrate, issued on Saturday, Feb. 4th, a warrant for the arrest of E. Cropley, on a charge of criminal breach of trust in respect of 3,000 shares in Kompas, Ltd., value \$15,000.

This step was taken in consequence of information laid before his worship by Tan Hood Guan. The latter stated he was a member of a syndicate formed to purchase Sungai Bahru Estate. The total amount subscribed was \$58,500, of which deponent contributed \$13,500. The property was purchased and the conveyance made out in the name of E. Cropley, who, although not a member of the syndicate, had organised it. The syndicate subsequently sold the estate to Kompas, Ltd., the purchase price being \$50,500 in 13,300 \$5 shares. It was arranged that the shares should be issued to Mr. Cropley and that he should distribute them to the people to whom they really belonged. Deponent had been shown a letter signed by the secretaries of Kompas, Messrs. Gunn and Co., and dated November, 28, 1910, stating that 7,700 shares had been issued to Mr. Cropley. Deponent had received none of his shares and so far as he knew no member of the syndicate had received his shares. He believed Mr. Cropley had mortgaged 3,000 shares to Mr. Lee Choon Guan.

Other shares to the value of \$15,000, stated deponent, had been handed to Soth & Co. instead of to the syndicate. A warrant, as stated, was issued. It is understood that, at the moment, Mr. Cropley is not in town.—"Straits Times."

SHIPPING AND THE PLAGUE.

The health authorities of the port of Shanghai have at last woken up to the necessity of taking stricter measures against the invasion of the Settlement by the plague, and on January 31, at a meeting of the Consular Body, sanction was given to the proposed regulations for the more effective prevention of infection from the North, says the "Leading Light." These regulations include quarantine of six days on all vessels arriving from infected ports and prohibits a vessel, after receiving pratique, from being berthed alongside a wharf. Such vessels will be compelled to discharge and load in the stream, and will only be allowed to work cargo during the hours of daylight. Provision will also be made to prevent the landing of rats by means of the lighters.

The plague has invaded Korea.

Major J. A. C. Somerville, from the War Office, has been nominated Military Attache to the British Embassy in Tokyo in succession to the late Colonel Bogor.

The Japanese Antarctic Expedition under Lieutenant Shirase, has reached Wellington, New Zealand. All the members of the expedition are safe.

Intimations.



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Hongkong, 7th July, 1910.

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The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

THE

Hongkong Telegraph

HONGKONG, WED., FEB. 15, 1911

**THE REAL YELLOW
PERIL.**

We encounter such a great deal of alarmist writings in the Home papers about the Yellow Peril, that it is rather refreshing to find, occasionally, some journal or other calling its readers' attention to that wider aspect of the question to which we have referred more than once in these columns. We allude to the marvellous industrial development that has made itself manifest of recent years in China and the celerity with which the Chinese nation are following the example set by Japan in adapting to their domestic needs all that Western civilisation has to offer them in the way of modern improvements in manufacturing methods. It is not necessary to go beyond the bounds of our own Colony to see abundant evidences of this momentous movement and of Chinese reciprocity of ideas hitherto considered to be entirely

foreign and inimical to their national genius. Across the Harbour we have the spectacle of a new industrial town springing into existence. In Yau-mati and Lai-chikok districts, new factories continue to crop up like mushrooms. Where, a few years ago, was nothing but sterile foreshore, there is now a veritable hive of industry. And be it borne in mind, these factories, though small, are equipped with machinery and appliances of the latest Western type. Formerly it was said of Hongkong that it was a non-producing Colony. The same approach cannot be cast at us now. To enumerate a few, we have at the present moment in the Colony factories producing great quantities of boots and shoes, matches, glass, and textile goods of all descriptions. And that which we see in Yau-mati on a small scale is but a miniature representation of what is going on in China in general. Perhaps the first machine industry of any importance established in China was in connection with textiles. Under European auspices, spinning and weaving factories were put up, and after the inevitable difficulties had been overcome in the way of training operatives entirely unaccustomed to the work, the department proved sufficiently successful to justify extension. Now there are quite a number of such factories scattered over the country—some still owned entirely by Europeans, a few by Japanese, but an increasingly large number by the Chinese themselves. It appears as though it were only a question of time for the whole of this vast industry to be taken over by the Chinese, and for the remaining British proprietors to beat as graceful a retreat as possible. In the matter of machinery, too, the Imperial Government have been very keen in the establishment of factories to produce not only small arms but guns of big calibre, and to build their own steam engines as well. If they can do this, it follows that even at the present time it would be quite possible for the Chinese, should they take it into their heads, to manufacture very good and saleable bicycles and put them on the European market at prices which no manufacturer there could touch. It is not the possibility of the over-running of Europe by a countless horde of well-armed Chinese that constitutes the Yellow Peril. The peril of to-day is not the Chinaman as the man behind the gun but the Chinaman as the manufacturer of the gun and of many other things equally calling for the highest technical skill—the Chinaman, in short, who may in the future compete with the European manufacturer on his own ground and undersell him in the markets of the world.

THE NEW BRITISH PARLIAMENT.

London, Feb. 3.—At a mass meeting of members of the party, the British Labourites have agreed by a big majority to abolish the hitherto existing rule of the party requiring Labour Members of Parliament to conclude a certain agreement with the headquarters of the party, regarding their attitude in Parliament. The abolition of this rule is generally considered a proof of the submission of the Labourites to the Liberal party.

Information has been received by Malacca Rubber Plantations, Limited, that the price of fine Para in London on the 4th was 6s. 8d. per lb., sellers.

HONGKONG DAY BY DAY.

Mr. R. McGregor, of Shanghai, is at the Hongkong Hotel.

A variety entertainment will take place at the R.A. Theatre to-night.

Our readers are reminded that the skating carnival at the Belle View Hotel takes place to-morrow evening, as advertised.

As a reminder that the warm weather is coming round again, the price of ice was raised to-day from one cent to one and a half cents per lb.

Information has been received by Malacca Rubber Plantations, Limited, that the price of fine Para in London on February 7th was 6s. per lb., value. The market closed steady.

Mr. D. Landale and Mr. F. Anderson were passengers by the French Mail steamer from Shanghai. Both were former chairmen of the Council. Mr. Anderson is proceeding home again after having completed the transfer of some rubber companies, of which his firm are the general managers, to the English registry.

We are requested to state that in the trial of the action of Lo Leung Yau, a pauper, v. the Tung Hang Yu firm, which was heard in the Supreme Court in its Original Jurisdiction on the 8th and 9th instant, the Court at the conclusion of the hearing on the 9th instant gave judgment in favour of the Tung Hang Yu firm.

Among the visitors from Australia are Mr. and Mrs. Arthur Lysaght, who are through passengers on the Yawata on a world tour. Mr. Lysaght is a wealthy Sydney manufacturer and is universally known in the Commonwealth through his specialities in wire netting, barbed wire, nails, etc., all of which are standard in Australia.

To-night, the Captains' Club will give a dance in their club-rooms in Queen's Road. Many invitations have been sent out. The Schornhorst band will furnish the music. As Capt. Iland, the president of the club, is absent, the vice-president, Capt. R. Martens, of the Hamburg Amerika Line, will receive the guests. The secretary, Mr. George Pien, has charge of the refreshments, etc. An enjoyable evening is assured.

The thirtieth annual report of the Hongkong Ice Company, Limited, shows that including \$12,662.70 brought forward from the previous year, and after deducting \$10,000 paid as an interim dividend of \$2 per share, the balance at credit of Profit and Loss Account is \$72,558.70 which it is recommended should be appropriated as follows:—A final dividend of \$8 per share. Provision for contingencies \$10,000. To write off launch and lighter a/s \$2,000. To carry forward \$20,558.70.

An enjoyable concert was given on Monday night at the Seamen's Institute in aid of St. Peter's Church Renovation Fund. The hall was crowded. The band of S. M. S. Schornhorst took a principal part in the concert and opened the programme with three selections, including "Love Me and the World is Mine." An encore was demanded, and a fourth selection was played. The following ladies and gentlemen also took part:—Mrs. Francis Clark, Messrs. Earle, Mitchell, Fitzsimmons, and Holman. Last night's concert was one of the best given at the Seamen's Institute.

With reference to the establishment of a German machinery export syndicate for the organisation and extension of the export trade in machinery to the Far East and the establishment by the syndicate of a central technical and commercial office at Shanghai, H.M. Consul-General at Hongkong (Sir W. Ward, K.C.M.G., C.V.O.) reports that a definite agreement to this effect was signed at Berlin on Dec. 5 by the 20 firms forming the syndicate. None of the firms are competitors with one another, the various branches of the machinery industry being represented in the syndicate each by one firm only.

JOCKEY CLUB RACES.

SECOND DAY.

Stewards.—H. E. Sir F. J. D. Jagard, K.C.M.G., C.B., D.S.O., H. E. Vice-Admiral Sir A. L. Winsloe, R.N., K.C.B., C.V.O., C.M.G.; H. E. Maj.-Genl. C. A. Anderson, C.B.; Commodore C. J. Eyres, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. Henry Koswick; Mr. G. Bullock, Capt. G. C. Dwyer, Messrs. G. Friesland, H. J. Gedge, Henry Humphreys, O. H. Rose, N. J. Stabb and H. P. White.

Stewards in charge of the Scale.—The Hon. Mr. Henry Koswick and Mr. G. Friesland.

Handicapper.—Capt. G. C. Dwyer.

Judge.—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge.—Mr. C. H. Ross.

Starter.—Mr. H. J. Gedge.

Second Starter.—Mr. M. W. Slade.

Time Keeper.—Mr. M. S. Sassoon.

Hon. Treasurer.—Mr. R. C. Edwards.

Clerk of the Course.—Mr. T. F. Hough.

The one untoward incident marring the pleasures of the opening day's racing was the accident (as briefly reported last evening) which unfortunately befell Mr. G. W. Gegg in the last race of the day, when that popular jockey and keen sportsman was accidentally jolted off his seat in the saddle by the ponies cannoning as the large field raced all in a bunch for the first time past the Judge's Box in the mile event.

Mr. Gegg was violently thrown to the ground a little beyond the bridge. He managed to pick himself up and even to take a couple of steps when his right foot could sustain him no longer and he dropped to the ground again. With considerable presence of mind and before assistance could arrive Mr. Gegg managed to drag himself to a side of the course in order to keep it clear for the ponies finishing in the race. Surgical assistance was at once available and, fortunately, Mr. Gegg's injuries were pronounced not of a serious character. He was removed in an ambulance to hospital for treatment. Our inquiries to-day elicited the agreeable information that Mr. Gegg was progressing as well as it may be expected in the circumstances.

The meeting was continued to-day, and again perfect weather helped to make the second day's racing one of complete success. The same large, orderly crowd of spectators gathered within and without the green and the private stands and booths held their usual number of thousands of patrons.

In the enclosure itself the animated scene of hundreds of ladies in their daintily got up costumes and fashionable head-gear was one which has ever been associated with the great annual carnival in the Colony, and this year's tout ensemble does not at all suffer by comparison with the picturesqueness of the Valley on such occasions in the past.

As yesterday, Their Excellencies Sir Frederick and Lady Jagard arrived before the opening of the race and were escorted by Capt. Taylor and Simon. The official party were received on arrival by Sir Paul Chater and Mr. T. F. Hough, the clerk of the course, on behalf of the stewards.

Thanks to the latter no detail was too unimportant to allow of its being neglected and so the elaborate scheme of arrangements for the comfort of the visitors and the proper and efficient conduct of the races was carried out without so much as a single hitch. Thanks, also, to the hard working and energetic clerk of the course, the course was in capital condition, contributing to several splendid records being broken this year.

The Band of the K.O.Y.L.I. was again in attendance, and the programme of music which it discoursed throughout the day lent charm to the entire proceedings.

To-day was

DERBY DAY.

As over the honour of winning the classic event of the meeting is keenly discussed and the sportsmanlike rivalry which prevails imparts to the contest a zest, making the winning of the victory all the more greatly coveted.

ing season favours were shared between Mr. F. B. Marshall's Willow Tree and Mr. Buxey's Coronation Rose, and after the results of the races for Maiden Stakes and Trial Plate yesterday the outcome of the race for the Derby became even more speculative. And thus it was that greater interest than ever centered in the main event of the day. As to that more anon.

The first race on the cards to-day was

THE JOCKEY CUP.

It was confined to jockeys who have not had a winning mount. Fourteen ponies faced the starters, and on the merits of the mounts Tomahawk was tipped to win. Kerry secured the Judge's verdict at the finish. The Exchange Plate was not productive of any keen contest, the race being won by Cecile Rose who secured first place from Blackmore Vale, Just in Sport being third. After this race came

THE HONGKONG DERBY.

Five ponies started. We give below the betting on each of the respective contestants:—

	To win.	Places
Coronation Rose	872	670
Willow Tree	124	280
Auchendoon	307	356
Apple Tree	29	69
Just in Time	30	75

From the foregoing figures it will be seen that Coronation Rose started the strongest favourite. After the jockeys had weighed out, the spectators watched with intense excitement the arrival of the ponies. Willow Tree led all the way until the last quarter when the race for the blue ribbon of the meeting resolved itself into a splendid struggle between Auchendoon (John Peel's) and Coronation Rose (Buxey's). Honours were captured by Sir Hormusjee's representative who established another Derby record in the splendid time of 3m. 00 secs. The veteran sportsman and his jockey (Mr. Burkill) were applauded and cheered by the crowd as Sir Hormusjee led Coronation Rose into the weighing stand. Mr. Johnstone (Auchendoon's rider) also received a very popular ovation.

The German Cup was won comparatively easily by Tarf, Mr. Burkill up.

Details of other races will be found below:—

1.—The Jockey Cup.—Winner \$400. Second \$150. Third \$75. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$10. Once round.	Mr. Hickman's Kerry, 11st. 11lb. (Hickman) 1
Mr. Dolful's Tomahawk, 11st. 11lb. (Kremer) 2	Mr. Billiards' Shellout, 11st. 11lb. (Humphreys) 3
Capt. H. K. Hughes' Tickey, 11st. 7lb. (Heggate) 0	Messrs. Slade and Balloch's Trowint, 11st. 11lb. (Montoth) 0
Mr. Twain's Seaweed, 11st. 0lb. (Williams) 0	Mr. Roberts' Lightfoot, 11st. 4lb. (Roberts) 0
Mr. Medico's Glendalough, 11st. 4lb. (Seth) 0	Mr. Macdonald's Inca, 10st. 12lb. (Lambe) 0
Mr. Wayfoong's Mullagataway, 11st. 3lb. (Morley) 0	Mr. Ellis Kadoorie's Indragiri Chief, 10st. 9lb. (David) 0
Mr. H. A. Law's The Ramp, 10st. 9lb. (Bishop) 0	Mr. Echo's O. B., 10st. 12lb. (Bishop) 0
Mr. Meiland's Elbe, 11st. 4lb. (Klimanek) 0	6lb. over.

\$ 2lb. overweight.

There were fourteen starters. Kerry had the best of a poor start, but Mr. Hickman allowed The Ramp to rush ahead at the bridge followed by Indragiri Chief. Tomahawk was right away back in the bunch. The Ramp surrendered the lead to Shellout at the Football Stand where Kerry and Tomahawk also rushed to the front. Nearing the Rock Shellout was in the van, but the favourite's pace was too hot for him and at the bend the race lay between Kerry and Tomahawk. Hickman's mount had the rails manlike rivalry which prevails imparts to the contest a zest, making the winning of the victory all the more greatly coveted. From an early stage of the train-

Dividends:—Win, \$12.30
Places, \$5.40, \$6.10, \$11.00
Cash sweep:—
Ticket No. 92, 1st, \$396.90
" 112, 2nd, \$113.40
" 54, 3rd, \$50.70
Commission, \$63.00
Total, \$630.00

2.—The Exchange Plate.—Value \$1,000. Presented by the Bankers and Exchange brokers of Hongkong. Second to receive \$250; and third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription griffins of this season 1910-1911 allowed 10 lb. Entrance \$15. From the Two Mile Post once round and in.

Mr. Buxey's Cecile Rose 10st. 12lb. (Burkill) 1
Mr. John Peel's Blackmore Vale 11st. 2lb. (Johnstone) 2
Mr. Durgor's Just in Sport 10st. 12lb. (Cumming) 3
Mr. F. B. Marshall's Cherry Tree 11st. 5lb. (Vida) 0
7lb. penalty.

The start was a good one. Cecile Rose led the way for Just in Sport, and Blackmore Vale and Cherry Tree kept in close company together. The same order was maintained, passing the Grand Stand, on to the straight round the Golf Club bend and the Football Stand. At the bottom of the hill, Cherry Tree made an effort to close with the leaders and he and Blackmore Vale reduced the distance between them and Cecile Rose. The latter was still leading passing the rock, but he was overhauled by Just in Sport for the next furlong, Cherry Tree being third and Blackmore Vale fourth. Rose soon regained his leadership and Cherry Tree and Just in Sport lost their positions successively to Blackmore Vale. A capital race ensued in the home straight and Cecile Rose beat Johnstone's mount at the post by a short length.

Time: 2.21.45.

Dividends:—Win, \$12.00
Places, \$11.80, \$8.40
Cash sweep:—
Ticket No. 159, 1st, \$743.40
" 53, 2nd, 212.40
" 165, 3rd, 106.20
Commission, \$18.00

Total, \$1,180.00.

3.—The Hongkong Derby.—A sweepstakes of \$20 each with \$2,000 added. For China ponies, bona fide griffins on date of entry. First pony to receive 70 per cent.; second 20 per cent.; and third 10 per cent. Weight for inches as per scale. One mile and a half.

Mr. Buxey's Coronation Rose, 11st. 4lb. (Burkill) 1
Mr. John Peel's Auchendoon, 10st. 12lb. (Johnstone) 2
Mr. F. B. Marshall's Willow Tree, 11st. 11lb. (Vida) 3
Mr. Durgor's Just in Time, 11st. 11lb. (Cumming) 0
Mr. F. B. Marshall's Apple Tree, 11st. 11lb. (King) 0

Five ponies faced the starter. Coronation Rose carried the heaviest number of backers. Apple Tree's jockey wore a white cap. Willow Tree was the first to show on the field and was led to the starting post. Coronation Rose trotted past the members' stand as far as the village and Mr. Burkill sent him on a short, sharp sprint to the back stretch. Auchendoon was led by the mafoa a short distance from the bridge. Apple Tree followed and Just in Time was the last to put in an appearance. After one false start when Auchendoon and Coronation Rose ran away, the starters sent the field away on level terms. Willow Tree settled down in front of Coronation Rose second. Auchendoon third, Just in Time fourth and Apple Tree fifth. The last two exchanged places on emerging from the Rock. The first time past the spectators' stand the order was:—Willow Tree, Just in Time, Apple Tree, Coronation Rose and Auchendoon, all the jockeys riding easy. The order was maintained in the back stretch. At the 3-4 mile post Johnstone gave Auchendoon the reins and the black pony at once rushed to fourth place and still keeping to the outside he moved into third place. By the time the Football Stand was reached Auchendoon had got into second place with Coronation Rose on his heels in the third, Apple Tree fourth and Just in Time fifth. Willow Tree leading in the van.

The two favourites were going at a terrific pace and Mr. Marshall's selected was steadily losing his advantage; he had a bare length lead only when coming out of the rock, Auchendoon being second from Coronation Rose by half a length, two lengths separating him from Apple Tree and Just in Time now completely out of the race. Rounding the Village bend, Willow Tree's chances faded before Auchendoon and Coronation Rose who took his first and second places in turn. Mr. Burkill piloted his mount along the rails and hugging the position of vantage raced home with Auchendoon on the outside. Both riders used the whip freely and the race looked like either's until Coronation Rose assumed the lead by a clear length when Mr. Burkill sure of the race rode past the winning post victorious by a length from Auchendoon second, Willow Tree third, Apple Tree fourth and Just in Time last. The race was run in record

Time: 3.09.
Dividends:—Win, \$7.00
Places, \$5.80, \$6.90
Cash sweep:—
Ticket No. 683, 1st, \$4,572.40
" 271, 2nd, 1,306.40
" 120, 3rd, 653.20
Commission, 748.00

Total, 7,280.00

4.—The German Cup.—Presented by the members of the Club Germania. Second to receive \$200; and third \$100. For China ponies, subscription griffins of this season 1910-1911. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Messrs. Mackie and Macdonald's Tarf, 10st. 12lb. (Burkill) 1
Mr. Thomas' Mustard, 10st. 12lb. (Johnstone) 2
Mr. H. B. Pike's Artesian 10st. 12lb. (Vida) 3
Mr. R. A. Bowen, 11st. 11lb. (Kremer) 0
Mr. M. Stewart's Wirral, 10st. 9lb. (King) 0
Messrs. Lubbock and Noble's Alacrity, 10st. 9lb. (Lambe) 0

Mr. D. Macdonald's Highland Burn, 11st. 4lb. (Roberts) 0
Major Grace's First Revolt 11st. 4lb. (Montoth) 0
Capt. Dwyer's Tralee 10st. 12lb. (Cumming) 0
Mr. Black's Dussel, 10st. 12lb. (Hickman) 0

Ten ponies started. Wirral secured a big advantage at the start and soon made the pace a rapid one for the rest of the ponies, all being in a bunch together. The two best fancied—Mustard and Tarf—were lying behind in the fifth and sixth positions, but moved up at the foot of the incline to the rock. Wirral lost his long lead at the rock to Artesian who was leading on entering the village. Burkill moved Tarf on to the outside course and overhauled the leader into the home straight, Mustard being third from Artesian. Tarf won with a length to spare. Mustard second and Artesian third.

Time: 2.46.15.
Dividends:—Win, \$17.50
Places, \$6.20, \$5.30, \$7.80
Cash sweep:—
Ticket No. 77, 1st, \$1,417.50
" 22, 2nd, \$405.00
" 83, 3rd, \$202.50
Commission, \$225.50

Total, \$2,250.00

5.—The China Stakes.—Winner \$500. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription griffins of seasons 1909-1910 and 1910-1911 that have not won more than one race allowed 10 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Five furlongs.

Mr. John Peel's Rejected 10st. 12lb. (Johnstone) 1
Mr. Buxey's Pot Rose 10st. 12lb. (Burkill) 2
Mr. C. H. Ross' Ben Heo 10st. 10lb. (Hickman) 3
Mr. Roberts' Lightfoot 10st. 4lb. (Roberts) 0
Mr. Dryadust's Gondolier 10st. 7lb. (Kremer) 0
Mr. Cymru's Dyllan 10st. 12lb. (Williams) 0
Capt. Farquhar's Invicta 10st. 9lb. (Vida) 0
Mr. D. Macdonald's Highland King 11st. 7lb. (King) 0
Mr. Echo's O. B. 10st. 8lb. (Klimanek) 0
(Continued on Page 7.)

SHANGHAI'S COMMERCIAL MORALITY.

The remarks of our Chief Justice, Sir Haviland de Sausmarez, at the Supreme Court yesterday, with regard to a growing laxity in Shanghai commercial transactions and life, are being in some quarters adversely criticised. The utterance is one, coming from the source from which it does, which cannot be ignored. Let it not be imagined that Shanghai was ever the abode of an entirely unsullied assemblage of pious saints. It was never anything of the kind. No commercial community ever was. But the record stands, secure and unassailable, that the real Shanghai, of business as of society, and apart from its inevitable parasitic attachments, was one whose character would bear the closest scrutiny, and whose boast it was that written contracts were unnecessary where every man's word was as good as his bond. That this was true of the Chinese merchant community as well as of the British and others has been acknowledged many times. Old Shanghai residents have gone home after spending the best of their years here, and have borne testimony to the strict integrity of the best type of native merchant. Mr. (afterwards Sir Ewen) Cameron, for so many years Manager of the local branch of the Hongkong and Shanghai Bank, declared on his departure that he had never once been deceived by a native whom he had trusted. There is no need to pile a Pelion of proof on this Ossa of fact. The Shanghai of to-day may take it for granted that the general tone of this community in the past was one of sterling integrity. If it had not been so neither the character of the place nor its material position could have been what it was, or what it is.

As this enviable character has been lost, or is it in danger of being lost? That is the question suggested by the strictures of the Chief Justice. We need not enlarge on the seriousness of it. It cuts at the very root of our character and life. Neither can we venture to speak of catharsis and either affirm or deny in tones of editorial infallibility. We can but state our belief, and that is briefly this, that the great heart of the community is just as anxious for the honour of its good name, just as determined to follow the old path of probity, rectitude, and virtue as ever it was. At the same time it must be admitted that within the past score of years, and especially during the last half of that time, the foreign community here has changed enormously, and it is possible that there has been a greater proportional influx of that undesirable, yet inevitable, parasitic section which is to be found in all great cities. We need not dwell on "the dire effects of that speculation on which so many will point a moral." The Chief Justice said that there is a fatal inclination in this society here to slur over any lapse from commercial uprightness. With this we cannot agree. That inclination may be with a few—a very few. In dealing with the question of the commercial morality of Shanghai Sir Haviland de Sausmarez should remember that an international community, and not only the subjects of his own nation, Shanghai, as a commercial community, although it has been referred to as "a sink of iniquity," has never been stigmatised as immoral commercially. There are no doubt black sheep amongst the flock, but they are few and far between. Shanghai certainly did lose its head somewhat during the rubber boom, and there were perhaps not a few shady tricks perpetrated, but we do not think these were symptomatic of the commercial morals of the community. Sir Haviland also says: "In a community such as this (Shanghai), which exists mainly for the purpose of trade in a foreign land, I cannot but feel that such neglect of respect for commercial uprightness must have a very serious effect upon those with whom we live, in their estimation of our character as a commercial nation and of the faith which ought to be placed upon upright merchants carrying on trade in a country such as this." It would seem from these remarks that Sir Haviland

land saddles the whole commercial community with this commercial neglect, but we do not think that he really means this. Had he emphasized that such conduct as the prisoner was guilty of had a very serious effect, we should agree with him, but we must deny that our community as a whole should be blamed for the fault of one or a few. We suggested months ago that Shanghai should boldly grapple with the special evil of share-gambling, and we hope that it will yet be done. As to the honesty of our business community as a whole and the integrity of our people as a rule, we have no suspicion whatever. What is wanted is such a purging as shall get rid of a poison which threatens to spread. There may be some little difficulty in bringing it about but it should be done, for there are some microbes more dangerous than those of pneumonia.

There is another matter on which Sir Haviland de Sausmarez, Sir Thynne, and Sir James are in agreement, and that is the excessive leniency shown in passing a light sentence on the prisoner. The position that the prisoner held ought to have deterred him from committing such a crime as he was accused of and pleaded guilty to. A man in his position ought to have known better. Had he been a poor, ignorant man, that might have been some excuse, but the services to the community referred to by the Judge were no reason for the leniency shown, and it is doubtful whether the sentence passed on the prisoner will be likely to deter such crimes being committed in the future.

(Continued from yesterday's issue).

Craig & Co. The consideration was Singapore, \$300,000. That was the arrangement between Dr. Nijhuis and accused. The next agreement was dated April 5, and was between Craig & Co. and the Siak Indrapoera Rubber Concessions, Ltd. The consideration in this agreement was to be Singapore \$100,000, Tls. 40,000 in cash, and the allotment of 45,000 shares of Tls. 10 each to Craig & Co. or their nominees. What that meant as between accused and Pitts was that Tls. 20,000 would be paid to each of them, and ten thousand shares would go to Lind and Pitts, and ten thousand to accused. These were the considerable sums of money and the scrip mentioned in the indictment. Next it was counsel's duty to refer to a question which would have been dealt with under the heading of motive or the reason for the commission of this misdemeanour with which accused was charged. The date of incorporation of the Siak Company was March 29, 1910. Shares were issued to the general public on April 13 and 14. But the settlement between Craig and Co. (the vendors) and the Company, was not made until May 16. The question of the delay had now to be dealt with. About this time many rubber companies were floated in Shanghai and unfortunately, Shanghai entirely lost its head. So far as counsel knew there were not any persons who were wise, except those who had the one wisdom not to deal in shares at all. During that time it was not necessary even for a company to be incorporated before its shares were being talked about and dealt in. He had known instances himself where the very document on which people applied for shares, and said that they wished to have them, without knowing whether they were going to let them, was dealt with as if it were scrip. These matters were common knowledge. As to the documents in this case, it was necessary to refer to the state of the share market as communicated between the parties, and as it might have been taken to have influenced their action. In a letter from Pitts to Dr. Nijhuis, dated April 11, he said "the market is not so good as it was when you left, and I do not consider it will hold good much longer." In a letter dated April 14 also from Pitts to Dr. Nijhuis, Pitts wrote "the share market is not so good now as when you were here, and has decreased considerably during this last week." On May 5 Pitts wrote "at the present time the Shanghai market has practically collapsed, and there is some difficulty in obtaining subscriptions for new companies... as they are getting tired of rubber, which has been, as I predicted, over-

done." Then there was the telegram of April 11 from Pitts to Dr. Nijhuis, referred to in the letter of the same date "net promptly, or the opportunity will be gone." On April 28 Pitts wrote that the share market was very weak. Counsel need not say any more than that on this question of possible motive. The overt acts which were gone into in the lower Court were those in connexion with the sending of a telegram supposed to be from one Francken, and therefore likely to influence the minds of the directors who were at that time doubtful whether they should or should not carry out part of the agreement that referred to handing over the money and shares to the vendors. All the letters from which counsel had quoted passages regarding the state of the share market were signed by Pitts. As regards the report on the estates, it was suggested in the first document to which Counsel had referred that the purchase price should be 5 per cent less than the independent valuation. It was also referred to again in the first letter from Dr. Nijhuis to Messrs. Lind and Pitts. There was no valuation whatever in the report of Mr. Van Hengst. On March 23, Mr. Liddell, a Director of the Siak Company, which had then been formed, wrote a letter to accused which read as follows: March 23, 1910.

My dear Craig:—The informal meeting of the Provisional Directors held in your office last evening when you introduced us to Dr. Nijhuis, the owner and vendor of the Estate, was most interesting, and if the by-products of the Estate are anything like what they are represented to be, you certainly have acquired a fine property. The reports we read from the Dutch Resident addressed to your Singapore lawyers, and that of Mr. A. Van Hengst are of course reliable and conscientious, but from a Director's point of view, I am of opinion that in the interests of our Shareholders, we should immediately obtain a report from some independent Expert of high reputation at Singapore.

I think you will agree with me that it is a reasonable and sound thing for the Directors to do, and it only remains for you to suggest how this can best be accomplished.

Yours sincerely
(Sgd.) John Liddell.

To this accused replied:—Shanghai, March 23, 1910. "My dear Liddell,—Many thanks for your letter of this date. I think your suggestion is excellent—that we have an independent report made as soon as possible—and so soon as the directors meet officially your suggestion should be acted upon. After all, we are all liable to be "taken in," and I, for one, shall be only too anxious to have some one we can rely upon, to make a report upon this property.

Yours sincerely,
(Sgd.) H. J. Craig.

On March 30, at the very first meeting of the Board of Directors, there was a Minute which showed that they had come to the following conclusion: "Letters written by Craig and Co. to Hengst, Dr. Nijhuis, Donaldson and Burkinshaw, the 24th instant were placed before the Directors, and after a long discussion it was decided that the Secretaries should cable to Donaldson and Burkinshaw as soon as the letter of this firm arrives and request them to procure an expert to go to the Siak estates and make an independent report upon them, and to ask Donaldson and Burkinshaw to cable the company the results as soon as his report is made." The Directors naturally supposed that that was done. Donaldson and Burkinshaw were the Company's lawyers at Singapore. The Directors not hearing anything about the report from time to time made inquiries, and no report was forthcoming. The documents in this case had been gone through with great care, and neither counsel nor his learned friend could find any letter, telegram or any other document showing that any attempt had been made by the Secretaries of the Siak Indrapoera Concessions, Messrs. Craig and Co., to obtain this report. After that meeting written instructions were given to Dr. Nijhuis, who was then in Shanghai, to do certain things on behalf of the Company, and although Mr. Liddell's letter had been written and replied to the day before, there was no mention of the independent report in Dr. Nijhuis'

instructions. There could therefore be no question about Dr. Nijhuis getting the report. There was no mention of any report in these letters sent South, and they had been unable to find any instructions in regard to it, sent to anyone. After the trouble arose a report was obtained from Mr. Mackenzie, and that report was highly unfavourable. That report was brought to the notice of Dr. Nijhuis on August 23, 1910.

Counsel now came to the exhibits which dealt with the particular telegram which was laid before his fellow directors by the accused.

His Lordship—Will you look at Exhibit thirteen please, and tell me who signed it?

The Crown Advocate—The signature is almost illegible. It is dated November 1909, and signed by the Assistant Resident at Bongkales, Mr. Van Hengst. This is the document referred to in the letter of February 25 from Dr. Nijhuis to Mr. McLehlan and Lind and Pitts.

His Lordship—I asked because the signature looks like Francken. The Crown Advocate, continuing, said that with regard to the particular telegram which had led to this case, there was a telegram dated May 11, 1910, which was put in, in the lower Court, in various copies. There was the original as received by Dr. Nijhuis at Medan, there was a certified copy from the Cable office, and there was a draft in the handwriting of accused himself, with a note by Pitts, that he received it from the accused. Exhibit 10 of the exhibits put in, in the lower Court, was a memo on Craig & Co.'s office paper, of a copy of a telegram received by Craig and Co., Ltd., at 5.30 p.m. on 12-5-10, from G. J. Nijhuis. It was only necessary for counsel to refer to that. Defendant was aware when he told the directors that this telegram came from Francken, that it was another telegram, and not the one he wanted to be sent, which showed clearly that this telegram came from Dr. Nijhuis, and not from Francken at all.

In a letter to the directors from Craig & Co., dated the 13th, they stated "we have received a further cable from Francken, the nominee of Donaldson and Burkinshaw, dated yesterday from Medan." The Minute book of the Directors also contained the following entry: "A telegram received from Mr. Francken, nominee of Donaldson and Burkinshaw, was placed upon the table, and informed the secretaries that without doubt Mr. Van Hengst's report of the Siak estates was of the greatest value." On May 13 Mr. Craig replied to Dr. Nijhuis on the subject of the mining rights, and this disposed of the conclusion which at one time it was attempted to set up, that the telegram just read was not from Nijhuis, but meant that Nijhuis' consent must be obtained. This claim was also negatived by the entry on accused's own office paper, that the telegram was from Nijhuis, and subsequent confirmations from accused and Pitts. The incriminating telegram asking Dr. Nijhuis to telegraph certain statements without using his own name, was sent away by Pitts at 3.55 p.m. on May 11. An innocent telegram, referring to the question of engaging managers, was dispatched at 3 p.m. the same day by accused.

His Lordship—Perhaps you had better read the telegrams.

The Crown Advocate read the cable in question which referred Dr. Nijhuis to accused's letter of March 24, and asked him whether he had arranged for managers. He was to telegraph as soon as possible what had been done as the Directors were anxious to have everything arranged satisfactorily as promptly as possible. That telegram and the incriminating telegram, were received by Dr. Nijhuis at Medan the following day, and among the exhibits they found that accused had been informed by Pitts that Dr. Nijhuis was at Medan, because it was to Pitts that he telegraphed his movements. The incriminating telegram read as follows: (in code) "have not yet received report confirming particulars prospecting Siak Indrapoera from estate to satisfy directors everything is in order before vendors (we) can receive payment and for your private information only please telegraph as follows with our name as sender: Craig and Co., Ltd., Siak Indrapoera have inspected estates for a good condi-

tion, acreage cultivation 700, I give estimate 62,000, growth soil good planted area fairly clean, I cannot give estimate Getah Balam trees, I think full reliance can be placed upon estimate of Van Hengst, I consider the property of great value, Francken."

That telegram might be divided into two parts. First there was the recital of the attitude of the directors towards the completion of the company's affairs. There was a reason given why the telegram should be sent, namely to get over this difficulty, and a pretty full recital before the message which was to be sent was reached. As counsel had already mentioned he had been unable to find anything in the correspondence to show that the report had been asked for. There was nothing in the correspondence between Pitts and accused, and Dr. Nijhuis to show that they could have expected or thought that a report was coming. Both the innocent and the incriminating telegram arrived at Medan on May 12. Both were dealt with by Dr. Nijhuis. He replied to the incriminating telegram "I am very sorry your instructions cannot be carried out." That telegram was not sent to Pitts but to Craig and Co. That was the answer to the telegram signed Francken. To the innocent telegram Dr. Nijhuis replied as follows: "There is no doubt about it the report of Van Hengst Siak Indrapoera of great value. Resident (he) has allowed preference two months' mining rights prospecting 250,000 hectares of land total expenses amount about Rupees (Guineas) 750, must have consent of Nijhuis."

That was the telegram that accused placed before the Directors as having come from Francken. The desired reply not having been sent this telegram was used for the same purpose as the other telegram would have been used, and placed before the Directors as a telegram from Francken. Although that telegram was placed before the Directors as a telegram from Francken, the acknowledgment showed that they knew in Shanghai that it came from Dr. Nijhuis himself and not from Francken. In reply to that telegram accused cabled to Dr. Nijhuis "Mining rights, I will agree. Please obtain on behalf of Company. Awaiting reply to our telegram of May 11 with regard to managers." The Francken telegram placed before the Directors read as though the mining rights were in the hands of Dr. Nijhuis, from whom they could be got, whereas the acknowledgment of this telegram in regard to mining rights was direct from accused to Dr. Nijhuis. In the letters of accused to Dr. Nijhuis confirming telegrams sent and received it was of interest that although copies of all other telegrams of the same period were given, no reference was made to any telegram of his own, or others sent on May 11. In the letter of May 28 was a confirmation of the telegram regarding the managers. The case for the Crown in the lower Court, the case for which accused had had the grace to save the time of this Court, was not that he conspired to obtain money which might never have been due to him, but that he conspired with Pitts—the Directors then being somewhat anxious as regards the estate and the receipt of the report—he conspired with Pitts at that moment to have a telegram of this sort arranged for, which would hasten and make sure the completion of this agreement, and the payment to him and to Pitts of the money and shares which they might not otherwise have obtained. It was not a conspiracy to put off the Directors an estate which might or might not prove remunerative, but with reckless criminality, regardless of whether there might be a good report or a bad one, he sought to hasten the completion of the agreement. Accused probably thought that the estate would turn out to be a good one. It was not the case for the Crown whether he did or did not think that. The case for the Crown was that he conspired with Pitts, to see that they got their money and shares. His Lordship knew the state of rubber shares at that time. Accused quite understood, and knew the state of the share market. Pitts also knew it quite well. Counsel had looked through all these documents, and after looking through all the genuine documents in the case he could

find no reason to suppose that accused was less guilty than Pitts, or that Pitts was more guilty than accused. It was a natural weakness, perhaps, to hold the absent more guilty than the present. But counsel had been unable to find anything to show that one was more or less guilty than the other.

The facts brought forward by the Crown were documentary facts. His learned friend would say anything that could be said on accused's behalf. But it was his duty to say this on behalf of accused. He came here after a strenuous life elsewhere, a life that was mostly an open-air life. He was not a man of great education. He came here when Shanghai was on the boom. Since then, in various ways, he had been a very successful man. He lived in a society which while concealing its deeper feelings of right and wrong unfortunately, on its outer surface, worshipped success. Last year like the rest of Shanghai he tried to be successful by any means and whatever means he could. It was a very strong temptation. Accused was a man of broad standards. He was a fine large, hearty and healthy man for an open-air life. Unfortunately, he was very successful, shortly after he came here. And the temptation to consider success, and whatever was necessary to obtain success justified, led him to do what he did.

Mr. Macleod said that he appeared on behalf of the man who had found it necessary to come before His Lordship and on being charged with committing an offence against the laws of his country, to admit that he had done so. He thought that any man in that position was entitled to a certain amount of sympathy and, for his pleading, respect. It was not his client's wish or his own intention to belittle the offence that the defendant had committed, or to enter into a number of excuses for him or for what he had done. The Crown Advocate had also mentioned this, that this was a conspiracy in which he had not been able to find that Mr. Craig was a dupe or that the other man was more responsible. Pitts not being in Shanghai, it was not the intention of his client or himself to suggest that he was, particularly responsible for any share of the blame. However, it was necessary, and counsel felt it his duty, to place the matter before his Lordship so that he should understand and appreciate the circumstances which led to the sending of this telegram which was the offence. His Lordship had heard most of the details from the Crown Advocate and it was with only one part of those details that counsel wished to deal. Mr. Wilkinson had already made it clear that he did not suggest that Mr. Craig was trying to get something he might not otherwise have got. Counsel thought that he was entitled to put it to his Lordship more strongly than that, that he was at that time endeavouring to get shares and money to which in law he was entitled. His Lordship could see from the agreement that so soon as the estates were transferred to the Dutch Company and so soon as the shares in the Dutch Company were transferred to the Siak Company, the vendors, Messrs. Craig & Co., Ltd. were entitled to receive the balance of the purchase price payable. It was also clear from the minutes that the Directors had been advised that the estates had been transferred, and the shares of the Dutch Company had been transferred, they were in law bound to pay Craig & Co., Ltd. That was the state of the rights of the parties at the time this circular containing the false telegram was circulated. It was very true that the Directors were very desirous of having an independent report. It was also true that they had inquired for it, and it was clear from the evidence of Dr. Marshall that this telegram which was represented to have come from Francken had very largely influenced his mind in giving the vendor his shares and the balance of the cash. In law, according to the agreement, the Company was liable to hand that money and the shares to the vendors. There was no attempt on the part of Mr. Craig to obtain what was not his. Counsel suggested that it would be absurd to raise any suspicion of that, because Mr. Craig was

bound to be found out. If he tried to get these shares on that date instead of a later date he was bound to be found out and to be brought to account for it. A report was made by Mr. Mackenzie. For that report his client was, to a certain extent, responsible. They had already had another report which made it clear that the estate was not of that value. When the report was received and it was confirmed by another report saying that the property was nothing like of the value, everyone thought in March and April, Mr. Craig made an offer to the Directors to return in cash or the equivalent in shares at the par value, Tls. 120,000, which from the figures the Crown Advocate had given his Lordship he would see was the price payable. That offer having been made after certain expenses had been paid, was actually the whole of his profit on the transaction. Counsel submitted that this showed the attitude of his client with regard to the sending of this telegram.

His Lordship asked if the Crown Advocate had checked these figures. It was very material.

Mr. Macleod—Tls. 20,000 and 10,000 shares of Tls. 10 each.

Mr. Wilkinson said that Mr. Craig did at one time make an offer. He agreed that Mr. Craig did make an offer to pay back a considerable amount to the Company if that would close the matter. He certainly did do that.

Mr. Macleod continued that the only objection that could be made was that the shares at that time were below par at market value. Mr. Craig offered to pay Tls. 120,000, or the equivalent in shares at par. What he was offering to return, in effect, was more than the profit he himself had received. Counsel thought that that showed that his client's intention at the time that he committed or took part in the commission of this offence was not to obtain something to which he was not entitled, or to defraud anyone. But his intention was, as the Crown Advocate had put it, to obtain his share of the profit as soon as possible at that time. Mr. Wilkinson had referred to the rubber boom and the fact that it might have been very important for Mr. Craig to get the shares at that time. It was unnecessary for him to go into the question whether his client had previously sold shares. It would be enough and sufficient for counsel that shares were falling in price and Mr. Craig would be naturally desirous of realizing some part of that and at a time when the shares would be worth more. That included all the details and surrounding circumstances that he thought it necessary to put before his Lordship. The rest that counsel desired to say directly concerned what his client had undergone, his position generally, and certain aspects of the offence and what had taken place since. He submitted, and he thought his Lordship would agree with him that it must be so, that from August until now, that from the time that his client heard of the receipt of Mr. Mackenzie's report that the estate was very much less valuable, his client had undergone a great deal.

His Lordship said that Mr. Macleod had stated that prisoner was responsible for getting Mr. Mackenzie's report.

FOOTBALL.

NAVY LEAGUE COMPETITION.

The H.M.S. Monmouth football team met the H.M.S. Flora representatives in the big ships' league competition on the Naval Ground at Happy Valley.

There was very little to choose between the teams, and after a fine display of football the first half ended in no score being registered. The second half was also of a fast character, and soon after resuming the Monmouth forwards made a beautiful run down and scored the first and only goal of the game. After this goal the game became exciting, and the Flora men made many attempts to equalise, with no result. The Monmouth forwards then made another rush down with the hopes of scoring a second goal, and this resulted in a win for the Monmouth by one goal to nil.

"WHY I AM A BACHELOR."

REASONS FOR NOT GETTING MARRIED.

The great decrease in marriages during recent years has been a source of considerable controversy among all classes of the community. Many people declare that to the ambitious young man a wife is a serious handicap to his career; whilst, on the other hand, many famous men have declared, and are still declaring, that they owe much of their success in life to the help and encouragement of their better halves.

With a view to obtaining some solution of this vexed question, we have approached a number of hardened bachelors in order to obtain their reasons for not entering into matrimony (says a London paper).

By far the largest number of our informants stated that they were bachelors because they were unable to afford the expense of keeping a wife and home.

"Girls nowadays," said one disconsolate bachelor, "think that men must especially to let them spend their money on themselves. They expect two or three servants to do all the housework and cooking, and consider even a little dusting quite beneath them. They hand their children over to the care of nurses, spend most of their time trying on new hats and dresses, or giving tea and dinner parties to their lady friends."

"It is not that I begrudge a wife my money, exactly, but if she is always going to be wrapped up with her own pleasures and amusements, what is the good of marrying her?"

"I do not intend to marry," said another prosperous-looking bachelor, "until I have sufficient income to give a wife a first-rate time. She must have dresses, theatre tickets, motors, and all the pretty things so dear to the heart of a woman. I think a wife ought to be treated just like a doll, and given everything she wants, and until I can afford to do that I intend remaining single."

And this was a gentleman whose yearly income ran into four figures. The girl who obtains him as a husband should certainly have a good time.

One bachelor replied that he was so fond of the ladies that he could not bear the thought of being tied to one for life.

"I think if I lived with a woman year after year," he said, "I should so get to know her every characteristic and action that I should get heartily tired of her. Of course, I shall be told that if I really loved a woman this could never be, but I doubt if the greatest and strongest love which the modern man and woman have between them is proof against the deadly monotony, which comes after the newness of married life has worn off."

One wealthy bachelor who is the despair of numerous match-making mothers, when asked why he did not marry, replied:

"I am a bachelor because I can never feel sure that a woman will marry me for myself alone, and not for my money. Some years back I was actually engaged to a young lady, whom I thought really loved me, but just to test her genuineness I adopted the simple experiment of one day explaining to her that I had suddenly lost all my fortune in a bank smash."

"A day or so later she calmly threw me over, remarking that love in a cottage might suit some people, but it wouldn't suit her. Since then I have lost faith in womanhood, so have determined to leave them severely alone."

A veteran of 40 years or more, who has preached the doctrine of single bliss all his life, gave an interesting if selfish reason for doing so:

"Most of my friends are bachelors, and we have such good times together. If I married I should have to give up my club life, and consequently my friends, and I have not yet met the woman who appeals to me sufficiently to make me sacrifice my present life for that of the home. I much prefer to have independent views of my own, and complete freedom in my actions, than to being more or less the slave of one's family, as most married men of my acquaintance seem to be."

A somewhat similar reply was given by a young bachelor of 25:

"I prefer to have plenty of money to spend, and a good time generally, than to being married," he said. "If I were a married man, my hard-earned money would have to go on keeping up a household and family, and I should have to live in a very different style from what I am doing now. I may be called selfish, but I have always been used to living luxuriously, and having plenty of smart clothes to wear, and I do not really think the much-praised advantages of home life would compensate me sufficiently to give these up."

In summing up our inquiries, it would appear that the majority of bachelors are unmarried owing to selfish reasons of their own, which are often excusable on the ground that the modern girl is twice as extravagant as was her grandmother.

But whatever difficulties bachelors may raise up to excuse themselves for remaining single there are really few who would not speedily find some means of overcoming them if the really right girl came along.

BRITISH STEAMER ROBBED.

[The "Telegraph" Correspondent.]

Canton, Feb. 13.

The British Consul on the Shanghai has written to the P. U. Magistrate to the effect that, while a certain British steamer was at anchor one night off Honam, Canton, four pirates boarded the vessel, and having gagged and bound the quartermaster, made off with a large booty. The British Consul requests the magistrate to have the stolen goods traced, and those connected with this outrage arrested and punished.

On receipt of the despatch from the Consul, the magistrate sent a deputy to investigate, who has so far not apprehended any of the robbers.

HAND-PAINTED BOOTS.

Decorated footwear has come as the natural consequence of short skirts. The Parisienne is delighting in this new opportunity for novelties, and begins to regard the plain, severe-looking boots as not at all up-to-date. Her boots now show uppers of soft suede, satin, or tinted kid, and have on them fantastic embroidery designs worked in silk; or else they show painted ornamentation which sometimes come right down on to the toe. Medallions of gold cloth, showing a painted scene, is another fancy, while a simpler design has a band of velvet round the top of the boot and down the fronts.

SHORTEST SURNAME.

A. M. S. Be, who carries on a business in Gray's Inn-road, London, probably rejoices in the shortest surname in London, but he has equals in brevity on the other side of the Atlantic. Canada's federal capital, Ottawa, was founded by a gentleman with a similarly curt surname, Colonel By. Its original name was Bytown. In Melbourne, Australia, there is or was a tradesman with the name "John Ny" over his door. And there is an up-country Australian township with only two letters in its name, but they are capital ones—"J. C." The pioneer settlers in the place found these initials carved in the bark of a tree, so, while the town grew, its little name remained.

It is some years since (says the "Chronicle") a Mr. Buggie wrote to the London papers asking for some easy way of escaping from the deadweight of names—like his own. Being an official in Doctor Commons, he had gathered from the wills registered there a list of similarly unhappy surnames. Here are some of them:

—Ass, Bub, Belly, Beast, Cheese, Col. Cockles, Dunc, Demon, Dan, Drinknik, Fat, Funck, Froggo, Goose, Ginger, Ghost, Gimlet, Greedy, Hogg, Hump, Headache, Jug, Jelly, Kneebone, Kidney, Lenky, Lazy, Mug, Monkey, Pig-head, Poker, Radish, Rump, Rot-longnose, Snags, Swatte, Swine, Vittle.

The bookings of passengers to Australia for 1910 exceeded those for 1909 by 30 per cent.

WESTERNIZED CHINESE.

A quirk of a century ago, the apparition of a Chinese gentleman in complete western costume with well trimmed hair would have made frequenters of the Bund rub their eyes in astonishment. It is now so much an incident of every day's occurrence that one hardly thinks twice about it. The recent queue cutting movement has added considerably to the number of westernized natives so far as outward appearance goes. It is a matter which may be looked at from various points of view. We propose to consider only those which seem to us most promising, dwelling but little on mere sartorial change, which after all is but symbolical of something deeper, says the "Shanghai Mercury."

"Does man differ from a dog," says a character in David Garrick, and the dictum cannot be gainsaid. Western dress is more workmanlike than that of the East. What it loses in picturesqueness, it gains in adaptability to bodily exertion and convenience. It is, moreover, a sort of common bond between the nations of the west, who choose to consider themselves the salt of the civilized earth. No westerner without long experience could feel himself thoroughly at home with an Asiatic in his eastern dress. It would take him but an hour to feel friendly with one dressed as he himself is dressed, talking the language which he talks, and possessed of sufficient knowledge of the things he knows to be able to discuss reasonably the topics of the day. The great thing, therefore, in western dress is that it gives greater freedom to the wearer than the Chinese does, and it tends to break down the barrier between east and west in other ways.

Mentally, the westernized Chinese cannot fail to be head and shoulders above his compatriot, who has nothing but the ancient teaching for his intellectual outfit. The curse of a purely classical course is its lack of practicality, its worship of words, even sometimes, of the sound of words as distinct from their meaning, and its subservience to authority. One may imagine a steam engine however much one may honour its inventor; but imagine the horror of a Chinese teacher if one of his pupils were to suggest an improvement of the Four Books. The westernized Chinese, too, is like his preceptors, many-sided. Nothing which the thought of man can fathom comes amiss to him. Every single faculty has received some culture, if the training has been as it should be. There will be an exactitude in it which seems "Muske" and "Can do." There is no "Cha-pah-ta" in geometrical or mathematical reasoning. Moreover, it is usually the case that the Westernized Chinese makes himself an expert in something. His previous training fits him for it. He has the "something of everything" as a basis, and on that he builds the "everything of something." One of the drawbacks of native training is that expertness, except in calligraphy, perhaps, is not cultivated, except amongst artisans, and with them it is apprenticeship and practice which make them what they are. Before many years are over you shall find China no longer sending abroad men of the type of her first representatives, knowing no tongue but their own. As with us, their diplomatists will begin their preparation of tongues in their boyhood; will perfect them by travel and life abroad; will make political affairs a serious study, and so will take their place in the diplomatic world as well equipped for their work as any of their foreign colleagues. So with men who take up professional work. Already there are Chinese doctors, electricians, and civil engineers who are respected by all foreigners, having the privilege of their acquaintance, and the number will rapidly grow.

If we turn to the moral side of eastern nature, it is quite safe to say that when at its best, it has little to learn from the west. But custom and long-continued evil example have made the best rare. "There are two good officials," says the proverb, "one is dead, the other is yet born." This is an exaggeration, of course. We ourselves could tell of several incorruptible officials, such for example

as Hui old Tso Tsung-tang, Chang Chih-tang, Lo Ping-chang, and others. But the westernized Chinese must have had their attention especially drawn to the degradation which has come on their country mainly through the vice of corruption in a monetary sense. The country reeks of it, and nobody denounces it more vigorously than those who have led their education in those countries of the west that can boast of simple honesty and purity in their administration. The westernized Chinese, then, has a physical advantage in dress, a mental advantage in the wider outlook of his better education, and a livelier sense of what is right from a moral standpoint. He should, when his qualities are fully appreciated, come to the front, and stay there.

MR. G. A. WOODCOCK.

POPULAR MAGISTRATE LEAVES FOR HOME.

Mr. G. A. Woodcock, one of our most popular magistrates, sails for home to-morrow on the Miyazaki Maru on eight months' leave of absence. His main reason for going home is to place his daughters at school.

Mr. Woodcock has been twenty years in the Colony, where he has made a host of friends, who will welcome him gladly on his return. His work on the bench has been what might be expected of a man of his sterling character.

It was not certain if Mr. Woodcock could leave just now, as both he and Mr. R. H. A. Craig, who takes his place, were on the list for leave. However, the Governor decided in his favour, and a well earned rest is now assured him.

SPEECH FRIGHT.

Sir John Byers sends some interesting particulars to the "British Medical Journal" on this subject. He quotes Lord Dufferin as saying that "No great orator has ever lived who did not feel very nervous before rising to his feet. I have often seen the legs of one of the most effective and heart-stirring speakers in the House of Lords, to whom that assembly never failed to listen, shake like an aspen leaf during the delivery of the first few sentences of his speech." Lord Dufferin told Sir John that this was Lord Derby. Lord Dufferin himself was always nervous about speaking, and in his later years the thought of having to speak lay heavy on his mind before-hand. In this respect he resembled John Bright.

Lord Dufferin was wont to insist that no very good speech was ever made without a considerable amount of preparation, at all events until long practice had so cultivated the speaker's faculty as to render the art of thinking aloud with fervour and precision a second nature. Even so, he said, he had heard a Lord Chancellor break down, and a Prime Minister lose the thread of his discourse. He explained that, by preparation he did not mean learning a speech off by heart, but the saturation of the mind with a knowledge of the subject, and then the construction, not necessarily in writing, but in the mind, of a well-knit skeleton of the argument or exposition; finally, when out walking, or in the solitude of one's own room, the language in which the ideas may most fitly be clothed should be considered.

Speakers differ greatly in regard to the manner of preparation. Some write out the whole speech, and deliver it, like Sir James Paget, "paragraph by paragraph, sentence by sentence, word for word, comma and all," as Huxley once said in his presence. Others, like Huxley himself, will write out a speech, and then deliver something which, in wording at least, is widely different from the manuscript. Others, again, jot down a few headings, and speak from these. The rule which the "British Medical Journal" impresses on speakers is to have a message to deliver, to do so as briefly and in words as simple and direct as possible, and to sit down.

The Yokokuma Specie Bank, and the Chartered Bank of India, Australia, and China, have each sent £105 to the Manchu House Fund for the King Edward Memorial.

NATIONAL COLOURS.

INTERESTING INFORMATION.

We are not yet told what colour will be substituted for the red of French soldiers' trousers; but it is to be something in the way of khaki. The Government has been long in making up its mind, feeling a little anxious about the effect of such a change. In 1903 (writes Mr. Frederick Boyle in the "Pall Mall Gazette") we saw companies of infantry, a squadron of cavalry, and a battery of light artillery, with slouch hats, at the review on the National Fete, with the avowed purpose of testing public opinion. It was almost unanimous, frankly expressed, and the authorities perceived that they had better wait awhile. Before 1870 the abolition of the pantalon garance would have been almost as effective as the abolition of the tricolor to make "the chasapots go off of themselves." But France grows more serious year by year. Appeals to warlike glory do not find much hearing now, but, on the other hand, consideration for the private soldier has become much more general since none escapes conscription. And the public understands that if battles are to be won he must be made as inconspicuous as possible. So the decree has been issued at last.

The disappearance of the familiar blue coat and red trousers will leave our English scarlet the last survivor of the old national colours in Europe. Russia, indeed, maintains a regiment of the Guard clad in the uniform of Alexander the First, and Prussia has one arrayed in older fashion still—that of Frederick the Great. In each case it used to be the rule that every soldier should have a "turn-up" nose—the Muscovite copying the Teuton in this respect, doubtless. Veterans grumble that the interesting custom is abandoned now. Perhaps, that variety of nose was commoner in former times. But these regiments are curiosities, renowned and glorious, but uncommonly ugly. The Austrian white was worn for the last time in the great review in 1878, when the Viennese turned out on mass to bid it good-bye. Imperial Princes, Generals, and, I think, officers in command of a regiment are still privileged to wear it.

CROMWELL AND ENGLAND'S RED.

There is no need to make a conscript army attractive in appearance. Tradition and sentiment demand feathers and spangles and glitter; but the pressure of economy would be irresistible even if it were not backed by prudence. A soldier must creep nowadays, not prance as of yore. Our scarlet holds its own with difficulty when the estimates must survive every year; it will not survive compulsory service—some think, however, that science will put an end to war before that measure is carried, and standing armies will be dissolved. Red seems "natural" to the British soldier, but it is not very old. There was no uniform until Henry VIII. issued an ordinance commanding that all his foot soldiers should wear blue coats trimmed with red and breeches with one red leg and one blue. But the London train-bands always wore white, apparently, even "to their long close hose and shoes." One would have liked to see that grand review of 1539, described at length by Harrison, when the Lord Mayor and aldermen in white armor, with plumed hats of black velvet, steel battleaxes, and silver-studded breastplates, and the rest, led 15,000 archers, pikemen, musketeers, and artillery, all snow-white from top to toe. Until Henry VIII. awarded the Royal supremacy, noblemen commissioned to raise forces for the Crown dressed them as they pleased—in their own livery, as a rule, and they returned to this practice on either side when the Civil War broke out. Hampden's regiment was green, Lord Brooke's purple, Essex's orange, Mandeville's blue, and so forth. It was the men who mount business, the leaders of the new model, who put a stop to this confusion. Why they chose red for the Parliamentary army does not appear, but Cromwell had already allotted it to his Ironsides. An old tradition explains his choice: he found a great stock of red cloth at Cam-

bridge, and commandeered it. A newspaper of 1645 says:—"The men are red coats all, distinguished by the several facings of their coats—Venice red, breeches grey, or some good color." So our Royal scarlet was borrowed from the usurper.

IRELAND AND GREEN.

It would not be safe to mention in all companies the green is not the "natural" color of Ireland—there are enthusiasts who could not restrain their feelings or their fists at such blasphemy. But Burke, him of an Irishman whose authority is questioned only by the irreverent, declares with some warmth, "It is certain that azure, and azure only, has been the color of Ireland since the English conquest; and it is equally clear that green was not much in vogue with the great Celtic-Irish houses from which the Kings of Ireland were chosen." A reader who wishes to hear more of this audacious pronouncement may refer to "the vicissitudes of families." But certain facts are stated which appear to support it. The color of the Knights of St. Patrick is blue; the facings of the Royal Irish Regiment are blue; those of the French Brigade were red. The arms of Ireland are azure, three crowns or—the harp was introduced by Henry VIII. Ireland, on the Royal achievement, has a gold harp on a blue ground. There is, moreover, Reports of the Dalai Lama's arrival in India lately reminds us that yellow is, or was, a national color throughout the Far East. His Holiness wore a yellow silk robe, his sedan-chair was yellow, the Government hung his room at Darjeeling with yellow stuff, and provided him with a yellow "dandy" for paying visits. The deputation of Buddhist residents who welcomed him carried yellow banners, etc. All through the Malay countries yellow is sacred to royalty. For a subject to wear it was high treason once. So it was to a less degree in Burma and Siam. It is the Imperial color in China. But in Europe yellow was actually hated in former times, and still is generally disliked.

FINANCIAL NEWS.

Messrs. Wheelock & Co., of Shanghai, report:—"Our home-ward freight market has been rather quiet since we last wrote, mainly on account of the holidays which have just intervened; prospects for the near future, however, are good as there seems to be plenty of cargo in the interior awaiting shipment."

Castwise.—We have no change to report in this market as there has been practically no business done during past fortnight except the ordinary "routine" work by the regular liners who have continued to remain fairly "independent" throughout the season; orders for "tramp" tonnage, however, have been very scarce and we can hardly expect any revival until the opening of the north and the rise of water in the Yangtze.

In their coal report, the same firm states:

Japan.—As was only to be expected there has been practically no business done on this market since we last wrote and the present weak and unsettled state of exchange still further hampers business; in Japan prices rule very firm with an upward tendency, especially for the better grades of coal, owing to the scarcity of stocks and the stoppage of the export of Manchurian coal and prices locally have gone up all round in sympathy.

Manchurian Coal.—Since we wrote last we have received advice that the output from the Fushun Mines has been considerably reduced on account of the plague and that the export from Dalny has now stopped entirely for the same reason.

Thousands of refugees from the famine area have flocked to Nanjing, and many are in a pitiable state.

For the S.S. Loongsang, Mr. T. M. Nicol received from Manila another automobile of 50 h.p. This excellent machine is a La Buare for seven passengers. Mr. Nicol has found a splendid accommodation for his cars in Des Vaux Road, next to Messrs. Whiteaway, Laidlaw's, and has started business now under the name of the "Exile Garage."

THE OBSOLETE PLAIN WOMAN.

A writer in the "Art Chronicle" has a word to say on the much-neglected plain woman and her possibilities.

She may not be fair to outward view, but the writer says—nowadays no woman need be plain, using the word in the sense of ugly—unless she chooses to be so of her own free will—i.e., makes the worst instead of the best of herself.

ONE GOOD POINT.

The ugly woman is of all types and classes—fair, dark, between colors, nondescript, but generally she will be found to possess one good point to which she may dress up if she has the wit to do it. Let us consider what a frankly ugly woman can do to improve her personal appearance. Well, first and foremost, her figure should receive attention.

If she is short-waisted or narrow-chested, she should go to the best "corsetier" her means will permit her to afford; or if she is unable to spare as much money as this would mean, she should buy a reputable make of corsets, one that will apparently increase the length of her waist, and, in addition to doing this, add width to the narrow chest. Then her gowns should be carefully made by the best dress-maker she can afford, and she should not aim at a great variety of gowns, but rather possessing a few good ones which are smart and suitable to her circumstances. On the other hand, though I counsel "a few gowns," this must not be taken to mean that I advise my readers to whom these words may apply to put all their eggs in one or two baskets, and for the rest go shabby or, worse, "shabby smart." Far from it. The plain woman who wishes to make the best of herself must study every condition under which she will have or may have to appear, and her house gowns should be just as carefully chosen as those for street or visiting or evening wear.

WHAT TO AVOID.

Again, the plain woman must beware of copying styles obviously meant only for the beautiful. Picture-hats are not for her, nor the fluffy, essentially feminine style of dress, all lace and daintiness of fripperies, nor the blue ribbons and white muslin of the "ingenue." In winter the plain woman, while trying to be as smart and up to date as she can, should not go in for velvet and fur and style of headgear of the professional beauty or even of the pretty woman. Indeed, for spring, autumn, and winter wear the probability is that the tailor modes will suit her best, that is, unless she should happen to possess, as is sometimes the case, a figure utterly unsuited to this style. In the case of a thin or an unequally developed figure, tailor modes are, however, by far the safest style to choose, because a good tailor, by means of a little judicious padding, can do wonders with a bad figure. For those who are very stout, however, tailor-made garments, unless of the slim sac coat variety, are not to be, as a rule, recommended.

NO MORE BABIES IN 2015.

CORNELL PROFESSOR'S PREDICTION OF THE UNITED STATES.

There will be no children in the United States under five years of age in the year 2020, says the New York "Tribune," as quoted by the Paris edition of the "New York Herald." Babies, accordingly, will have disappeared from that country as early as 2015.

This is the mathematical conclusion of Prof. Walter F. Willcox, of Cornell University, recently announced to the American Statistical Association. The only hope of seeing babies in the United States after 2020, according to Prof. Willcox's calculation, is by possible importation from France, which, he says, will continue to have babies 80 years after the United States has quit.

"There is proportionately more race suicide in the United States than in France," said Prof. Willcox. An endowment for the work was recommended to the American Sociological Association by Mr. George Elliott Howard, professor of sociology in the University of Nebraska. He declared the State should honour motherhood by endowing mothers.

Hongkong, 9th February, 1910.

Shipping—Steamers.

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From Hongkong	From St. John
"EMPRESS OF JAPAN" Saturday, Mar. 11th.	"EMPRESS OF IRELAND" Friday, April 7th.
"EMPRESS OF CHINA" Saturday, April 8th.	"EMPRESS OF IRELAND" Friday, May 5th.
"MONTEAGLE" Tuesday, April 18th.	
"EMPRESS OF INDIA" Saturday, April 29th.	"ALLAN LINE" Friday, May 16th.
"EMPRESS OF JAPAN" Saturday, May 20th.	"EMPRESS OF BRITAIN" Friday, June 16th.
"EMPRESS OF CHINA" Saturday, June 10th.	"ALLAN LINE" Friday, July 7th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 11,500 tons, Speed 20 knots, and are regarded as one of the best on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £11.10. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via New York £13.

Via New York £15.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	YUENSANG	Saturday, 18th Feb., 2 p.m.
SHANGHAI	WOSANG	Monday, 20th Feb., 11 a.m.
TIENSIN	CHONGSHING	Friday, 24th Feb., Noon.
SINGAPORE, PENANG, AND CALCUTTA	SAMSANG	Saturday, 25th Feb., Noon.
MANILA	LOONGSANG	Saturday, 25th Feb., 2 p.m.

FOR THE MANILA CARNIVAL.—FEBRUARY 21st to 23rd, 1911.

A Special Reduced Fare of \$50 for return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Port, Chiao, Tientsin & Nanchang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.
Telephone No. 216.
Hongkong, 15th February, 1911.

THE
BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via SHANG-
HAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC"	6,232	G. B. McMill.	15th February
"LUERIC"	6,500	J. Mathie	9th March.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luzero" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Passes to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 78.
Hongkong, 3rd February, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL. GAS COAL. HOUSE COAL.

From the Westralian and Abercrombie Mines (New South Wales).

Always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR & CO.,
(The Bank Line Agency),
King's Building, (Fourth floor).

[570]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, CO- LOMBO AND PORT SAID.	† WASAKA MARU, Capt. N. Nielsen, Tons 7,000 KITANO MARU, Capt. E. Cope, Tons 9,000.	SUNDAY, 26th Feb. WEDNESDAY, 1st Mar., at Daylight.

VICTORIA, B.C., & SEATTLE	§ SADO MARU Capt. S. Horiuchi, Tons 7,000	SATURDAY, 25th Feb., From KOBE
------------------------------	--	-----------------------------------

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	§ AWA MARU, Capt. S. Ishikawa, Tons 7,000 § IABA MARU, Capt. K. Kawara, Tons 7,000	TUESDAY, 28th Feb., at Noon. TUESDAY, Mar., at Noon.
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KOBE and YOKO- HAMA	§ HIRA O MARU, Capt. H. Fraser, Tons 9,000	THURSDAY, 16th Feb., at 11 a.m.
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BOMBAY via SIN- GAPORE and COLOMBO	§ COLOMBO MARU, Capt. E. Cope, Tons 9,000	TUESDAY, 23rd February.
--	--	----------------------------

§ Fitted with Marconi system of wireless telegraphy. † Cargo only.
* Carries deck passengers. † On sailing Passengers travelling at General

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Miyasaki Maru	9,000	15th Feb.	To London, per New Steamer
Kitano	9,000	1st March	1st class Single... ¥550
Iyo	7,000	15th "	" Return... 825
Hirano	9,000	29th "	2nd class Single... 360
Tango	8,000	12th April	" Return... 540
Kamo	9,000	26th "	Old Str. 1st class Single 500
Aki	7,000	10th May	" Return 700
Mishima	9,000	24th "	2nd class Single 340
			" Return 405

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Awa Maru	7,000	23rd Feb.	To Pacific Coast Common Points
Inaba	7,000	28th March	1st class Single... £30
Tamba	7,000	25th April	2nd " ... £21
Awa	7,000	23rd May	To London via New York
			1st class Single... £60
			via St. Lawrence
			1st class Single... £59

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage, Sailing, &c., apply to

T. KUSUMOTO,
Manager.

[00]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI"	16th Feb., 4 p.m.
AVOY & CHINKIANG	"KANAL"	16th " 4 p.m.
SHANGHAI	"CHENAN"	19th " 11 a.m.

MANILA CARNIVAL—21st to 28th February. Special reduced rate, \$50 return.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

SHANGHAI LINE.

PAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Lintan, Chinkiang), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Saturday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's lunch leaves Murray Pier at 1 o'clock every Saturday night.

Those steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 15.
Hongkong, 14th February, 1911.

AGENTS. [5]

Shipping—Steamers

NOTICE.

TOYO KISEN KAISHA
AND
WESTERN PACIFIC
RAILWAY CO.

THE NEW LINE VIA HONOLULU TO THE UNITED STATES,
CANADA, MEXICO AND EUROPE

WILL ESTABLISH THROUGH SERVICE

JANUARY 27th, 1911.

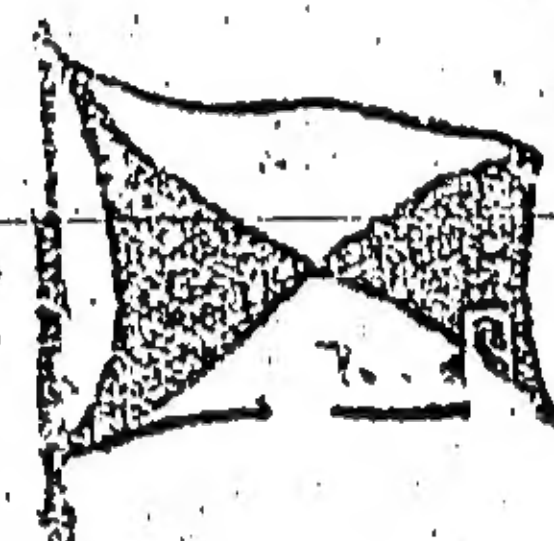
The well-known steamers of the TOYO KISEN KAISHA, fitted with every comfort and convenience known to nautical science, will connect at San Francisco with America's latest and finest trans-continental railway, giving its passengers a golden opportunity to view by daylight the rich productive valleys of California, the marvellously beautiful scenery of the Feather River Canyon and the Sierra Nevada Mountains, also the Great Salt Lake and the world famous Rocky Mountains of Colorado.

Through Tickets and through Bills of Lading to all Points.

For further information apply to—

K. MATSUDA, Manager, T.K.K.

King's Buildings, Hongkong.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUDI	4000	S. Crosby	MANILA, CEBU & ILOILO	Monday, 20th Feb., at 4 p.m.
ZAFIRO	4000	H. Mainland	MANILA, CEBU & ILOILO	

MANILA CARNIVAL.

Special reduced fare of \$50, to Manila and return (No Head Tax)

Sailing on 20th February.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGER.

Hongkong, 9th February, 1911. [4]

TOYO KISEN
KAISHA
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (Subject to Alteration)

Steamer	Tons	Captain	Date of Sailing
† America Maru	11,000	A. G. Stevens	Friday, Feb. 17, 1 p.m.
† Tenyo Maru	21,000	B. Boat	Friday, Feb. 24, 1 p.m.
† Nippon Maru	11,000	H. S. Smith	Friday, March 17, 1 p.m.
† Chiyo Maru	21,000	W. W. Greene	Friday, April 14, 1 p.m.

† Triple Screw, turbine engines. • Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 17th February, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with National Railway of Mexico at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

Steamer	Tons	Captain	Date of Sailing
Kiyo Maru	17,500	H. Nishi	Tuesday, Feb. 21, 1 p.m.
Buyo Maru	21,000	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.

HE Steamer "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLEJO, IQUIQUE, VALPARAISO AND CORONEL on TUESDAY, 21st February, at 1 p.m.

FARES FROM HONGKONG,

to SAN FRANCISCO

" NEW YORK ... £ 45-0-0, Single

" LONDON ... £ 60-0-0, "

" " " " £ 71-10-0, "

" " " " £ 120-0-0, Return 6 Months

" SALINA CRUZ or MANZANILLO Yen. 420.00, Single

" VALPARAISO Yen. 570.00, "

SPECIAL RATES (First Class Only) and granted to the undermentioned

and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissional

Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

The magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine

Engines and Trip's Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American

Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

[888]

Shipping—Steamer.

The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, OCE-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERMAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"

Captain Barclay, carrying His Ma-

esty's mails, will be despatched from

this for Bombay, &c., on the 18th

February, 1911, at Noon, taking

passengers and Cargo for the above

ports in connection with the Company's

s.s. "Malva," 11,000 tons, from

Colombo, passengers' accommodation

in which vessel is secured before de-

parture from Hongkong.

Silk and Valuables, all cargo for

France and Tea for London (under

arrangement) will be transhipped at

Colombo into the mail steamer proceed-

ing direct to Marseilles and London

via Bombay due in London on the

25th March, 1911.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd Jan., 1911. [4]

FOR SINGAPORE, PENANG

AND CALCUTTA.

(Taking Cargo on Through Bills of

Lading to Rangoon, Madras,

and Mauritius.)

THE Steamship

"JAPAN,"

Captain A. Stewart, will be des-

patched for the above ports on

SATURDAY, the 18th inst., at 1 p.m.

SCIENCE OF THE AIR.
INTERIM REPORT.

The Advisory Committee for Aeronautics have issued an interim report on the work for the year 1910-11. The erection of the necessary buildings and the construction of apparatus occupied the greater part of the year, and the equipment installed has proved in general satisfactory for the purposes for which it was provided. Tests have been carried out on a large number of balloons, fabrics, and all are to be repeated on other promising materials.

WIND STRUCTURES.
For the further study of wind structures researches have been undertaken at Pyron Hill, Oxfordshire, by Mr. J. S. Dines, with a mechanical assistant, under the direction of the Meteorological Office. The locality has been selected because the work can be carried out there in conjunction with the investigation of the upper air for the Meteorological Office, which is in charge of Mr. W. H. Dines, F.R.S. The immediate object of the researches is to find out, by means of careful examination of instrumental records of various kinds, how far up the ordinary gustiness of wind extends, to trace whatever evidence can be obtained of vertical motion or rotary motion in the atmosphere, and to identify the conditions in which such motion exists.

In order to test for gustiness above the surface, apparatus has been designed which registers simultaneously the pull of a kite wire, with the fluctuations therein due to gusts, and the length of wire paid out. From the latter, with a knowledge of the vertical angle, the height of the kite can be approximately determined. A few records have been obtained, and in these the diminution of gustiness with height is clearly apparent.

Special gear has also been devised for the identification of rotary motion and vertical motion in the air.

TESTS ON MOTORS.

The question of tests on motors for aeronautical purposes engaged the attention of the Committee at an early date, and in the preliminary programme of work drawn up in June 1909, were included tests of motors for efficiency and for reliability and steadiness of running. The provision of the necessary equipment for carrying out such tests was at once put in hand, and an investigation into the performance of motors of different types has now been carried out.

The series of reports and memoranda, of which a number were printed as appendices to the Report for 1909-10, has been continued, and those of general interest will be prepared later for publication. The report by Sir G. Greenhill on the "Theory of a stream-line past a plane barrier, and of the discontinuity at the edge, with an application of the theory to an aeroplane," has now been completed and is ready for issue. The aim of the interim report has been to collect for reference the chief results in the theory of discontinuous fluid motion, so far as it has been carried at present, with extensions, such as those on vortex motion, likely to be useful in artificial flight.

The abstracts of technical papers on aeronautical questions have also been continued, and those will be printed in the report on the work of the current year.

Lord Raleigh signs the report as president of the committee.

SPORTING WAGERS.

The special correspondent of an English provincial paper tells a good story of Mr. W. Macneill, who rode Foolhardy in the Grand Soften Steeplechase at Liverpool recently. Mr. Macneill had never ridden over the Liverpool fences before. He was offered a bet of £1,000 to £110 that he did not complete the course. He took no risks. He pulled his horse back 50 yards behind the others when the flag fell, so that no horse falling in front of him should bring Foolhardy down, and for the same reason he ran wide on the outside the whole of the way round. The terms of the wager decreed no time limit. All Mr. Macneill had to do to win his £1,000 was to jump the fences. Mr. Macneill's pleasure may therefore be imagined when he not only won his wager, but actually finished fifth.

MAILS.

NORDEUTSCHER LLOYD.
BREMIEN.

IMPERIAL GERMAN MAIL LINES

For STEAMERS. TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

"PRINZ Eitel Friedrich" Capt. E. Malchow (T. 16,000) WEDNESDAY, 22nd February, at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

"PRINZESS ALICE" Capt. P. Grosch (T. 20,300) About WEDNESDAY, 22nd February

MANILA, YAP, MARION, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000) SATURDAY, 26th February, at Daylight.

KUDAT and SANDAKAN

"BORNEO" Capt. P. Sembill (T. 5,050) End of February

KOBE & YOKOHAMA

"COLENZ" (T. 6,750) Capt. H. Regener About TUESDAY, 7th March.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDEUTSCHER LLOYD
MICHÉZE & CO.
GENERAL AGENTS, HONGKONG.
Hongkong, 9th February, 1911.

ANIMATIONS.

SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE BETWEEN THE FAR EAST & EUROPE.
via DAIREN.
WINTER SCHEDULE.
(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in conjunction with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sajiki Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fares	Shanghai (Steamer) ...Lv.	Dairen (") ...Ar.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Fri. Sat. Sun.
\$10	(S.M.R. Train) Lv. 6.00 p.m.	Ar. 2.45 a.m.	Mon. Wed. Fri.	Tues. Thurs. Sat.	Wed. Fri. Sun.
Y14.95	Mukden (") Lv. 3.00	Ar. 9.55	" " "	" " "	" " "
Y11.50	Changchun (") Lv. 11.30	Ar. 7.25	" " "	" " "	" " "
R 9.00	Harbin (") Ar.		State Ex-press for Moscow	Wagon Ex-press for Moscow	State Ex-press for St. Petersburg

Connecting at Harbin with

SOUTH BOUND.

1st Class Fares	Harbin (Russian Train) Lv.	Changchun (") Ar.	Mukden (") Ar.	Dairen (") Ar.	Shanghai (") Ar.
R 9.00	7.50 p.m.	6.40 a.m.	1.45 p.m.	10.30	Noon
Y11.50	(S.M.R. Train) Lv. 7.00	Ar. 2.00	" " "	" " "	" " "
Y14.50	Mukden (") Lv. 1.45 p.m.	Ar. 10.30	" " "	" " "	" " "
Y40.00	Dairen (") Lv. 10.30	Ar. Noon	" " "	" " "	" " "
	Shanghai (") Ar.		State Ex-press for Moscow	Wagon Ex-press for Moscow	State Ex-press for St. Petersburg

Connecting at Harbin with

Supplementary Charges on DAIREN-CHANGCHUN Service.
Express Extra Fee Y3.00 Sleeping Car Supplement Y6.00

TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "Manitoba." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL
THE BEST STEAMING COAL IN THE EAST.
(Output 3,500 tons per day.)
Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "Manitoba." Codes: A.B.C. 5th. Ed. A. I. & Lieber's
Agents: **MITSUBI BUSSAN KAISHA, LTD.**
Hongkong, 20th January, 1911.

Entertainment

THE BIJOU SCENIC THEATRE.
FLOWER STREET.

EVERY EVENING at 7 P.M. and 9.15 P.M.

THE LATEST PICTURES

CINEMATOGRAPH D'ELITE

THE BEST ARTISTES

MATINEES: EVERY SATURDAY AND SUNDAY, at 4 p.m.
Gents 50, 30 and 20.
Children Half-price to all Parts.
Lessor and Manager, R. H. STEPHENSON.
Hongkong, 8th February, 1911. [787]

Intimations.

EARLY TIFFIN DURING RACE DAYS.

SPECIAL MENU.

Weismann, Limited.

TSANG KWONG COMPANY,
ELECTRICAL AND GAS CONTRACTORS,
230, Des Voeux Road Central,
Telephone No. 699.

STOCKS OF
ELECTRICAL RADIATORS.
ELECTRICAL IRON.
ELECTRICAL WATER HEATERS.
ELECTRICAL KETTLES.
ELECTRICAL FITTINGS AND ACCESSORIES.
BEST METALLIC FILAMENT and CARBON FILAMENT LAMPS for all Voltage and Candle-power.
WIRES & CABLES.
TELEPHONES
BELLS & INDICATORS.
"SILICIA" ACCUMULATORS.
DRY CELLS AND LECLANCHE CELLS.
Gas Radiators.
Gas Fittings.
Gas Incandescent Mantles.
PETROLEUM INCANDESCENT MANTLES.
PETROLEUM INCANDESCENT BURNERS and LAMPS of all descriptions.
Lighting plants driven by Steam, Gas and Oil Engine to order.
Hongkong, 2nd January 1911. [78]

Completely Told in One Word, Satisfaction

"LOTUS" BRAND MOCHA COFFEE.

Obtainable Everywhere.

H. RUTTONJEE & SON,
WINE and PROVISION MERCHANTS.

Entertainments

Theatre Royal.
CITY HALL.

For A Short Season Commencing: FRIDAY, February 17th.

HENRY DALLAS
Presents
"THE FOLLIES"
By Arrangement with
H. G. PELISSIER.
From the
APOLLO THEATRE, London.
In their World famous Entertainment Comprising
Vaudevilles, Burlesques, Pelissier's Potted Plays.
Mr. HENRY DALLAS is the first and only Company out of London authorised and rehearsed by H. G. PELISSIER—A perfect replica of the original FOLLIES—Still drawing all LONDON to the APOLLO THEATRE.

Booking at
S. MOUTRIE & Co., Ltd.
PRICES AS USUAL.

Business Manager:
HARRY A. DOOLEY.
Hongkong, 14th Feb., 1911. [895]

"THE EMPIRE"
CINEMATOGRAPH THEATRE,
Des Voeux Road Central
(Opposite to Central Market):
From To-night
AND
for a few days only.

THE MAGNIFICENT FILM OF
ART:
"MESSALINA."
One of the best productions of Pathé's Coloured Cinematograph in 14 Scenes.
Hongkong, 18th Feb., 1911. [852]

VICTORIA SKATING RINK.
GRAND CARNIVAL BALL
TUESDAY, 28th Feb.
For full particulars see posters and handbills.
Subscriptions Close 27th inst.
Hongkong, 15th Feb., 1911. [890]

Consignees.
FROM EUROPE.
THE H.A.L. Steamship
"SILESIA"
Captain Selmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 11th Feb., 1911. [4]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG & SINGAPORE.
THE Steamship
"CATHERINE APCAR,"
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at consignees' risk and expense.
Cargo remaining on board after the 12th inst., at 10 a.m., will be landed and stored at consignees' risk and expense.
No Fire Insurance whatever will be effected.
No Claims will be recognised after the Goods have left the Godowns, and all Goods remaining undelivered TUESDAY, the 14th inst., at Noon, will be subject to rent.
All chafed and damaged Cargo to be left on board and examination of same to be arranged.
K. MATSUDA, Manager.
Hongkong, 10th Feb., 1911. [878]

"SHIRE"
LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE.
THE Steamship
"GARNARVONSHIRE,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 20th inst. 6 p.m. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 20th inst. at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 14th Feb., 1911. [896]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"NORE,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 11th Feb., 1911. [4]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG & SINGAPORE.
THE Steamship
"CATHERINE APCAR,"
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at consignees' risk and expense.
Cargo remaining on board after the 12th inst., at 10 a.m., will be landed and stored at consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
This steamer brings on cargo:
Ex s.s. "Yolo" from Drammen.
"Yaro" "Alma."
"Kieberg" "Gothenburg."
HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 9th Feb., 1911. [874]

EXCHANGE

SHIPPING NEWS

SHIPPING NEWS

Anhui, Br. S.S., 1850, J. B. Harria,
15th Feb.—Canton
14th Feb., Gen.—B. &

Joseph, Miss B. Winston, A. P.
Kahn, D. H. Wiseman, C.

Humidity.....	69	78
Rainfall.....	—	—

There will be no rebate to Mission
- subscribers as heretofore.

STOCKS & PAID UP VALUE.		OPENING PRICES	LAST DIVIDEND AND DATE	RETURNS BASED ON LAST YEAR'S DIV.
BANKS.				
Hongkong & Shanghai	\$125	\$916 a.	31. for first half year ending 30-6-10 at ex. l.e. 0 3/4.	5 p.e.
National Banks	51.	\$301. b.	\$22 456 Aug. 20 1910 31.65.—\$2 for 1908	
MARINE INSURANCES.				
Cantons	\$50	175 s.	\$16 for 1909	3 1/2 p.e.
North China	51.	T.151	Final div. of 7 1/2 p.c. for '09 making 15 p.c. in all	5 p.e.
Unions	\$100	\$325	Final of \$20 making \$50 for 1908 and Interim of \$30 for 1909	6 p.e.
Yangtzes	501.	\$200	\$12 for 1908 and Int. of \$3 for 1909	7 1/2 p.e.
FIRE INSURANCES.				
China Fires	\$20.	\$120 b.	\$5 & b's of \$2 for 1908	7 p.e.
Hongkong Fires	\$50	\$365 a.	\$27 for 1908	7 1/2 p.e.
SHIPPING.				
China & Manila	\$25	\$8 1/2	\$4 p.c. for 1906	
Douglas Steamships	\$150	\$19	\$2 1/2 for year end'g 30-6-08	
Steamboats	\$15	\$31 s.a.	Dividend of \$1 1/2 for half year ending 30-6-10	8 1/2 p.e.
Indo-Chinas				
(Preferred)		51.	3 p.c.—\$3. on preferred shares only for 1910	4 p.e.
(Deferred)				
"Shell" Transports	11.	92/- 111. b.	Fin. of 2.6 per share (coupon 14) making in all 4.6 for 1909 & Interim 1s. on ac. for 1910	5 1/2 p.e.
"Star Ferry"	\$10 \$5	\$20 \$12	Div. 7 p.c. for year end'g 30-4-10	5 p.e.
REFINERIES.				
China Sugars	\$100	\$110 s.	\$5 for half year end'g 30-6-10	8 p.e.
Luzon Sugars	\$100	\$15 s.a.	\$3 for 1897	
MINING.				
Chinese Engineerings	11.	T.13 1/2 s.	Final div. of 1/6 for the year 1910 making 15% (coupon No. 15)	9 p.e.
Headwaters	P. 10	P.10	First year	
Raub's	18s. 10d. 11.	\$3	1s. 2d. per share 13th div.	5 p.e.
Oriental Consolidated	G. \$10	\$33/-	Final of \$0.65 for 1909 in all \$1.15.	
DOCKS, WHARVES, & G'DS.				
Fenwick's	\$25	\$5	\$1 1/2 for year end'g 31-12-06	
Kowloon Wharfs	\$50	\$52 b.	\$2 1/2 for 1909	4 1/2 p.e.
H.K. & Whampoa Docks	\$50	\$56 b.	3 p.c. for half year ended 30-6-09	
Shanghai Docks	T. 100	T.67	Final of Tls. 3 1/2 mak'g Tls. 6 in all for year 30-4-10	8 p.e.
Hongkew Wharfs	T. 100	T.100	Interim of Tls. 3 for 1910	7 p.e.
LANDS, HOTELS & B'DINGS.				
Anglo French Lands	T. 100	T.95 s.	Tls. 6 29-2-10	5 1/2 p.e.
Central Stores	\$15	11 s.	3 p.c. for 1909	8 p.e.
Hongkong Hotels	\$50	\$105 s.a.	\$3 on old shares; \$1.50 on new shares for half year 30-6-10	6 p.e.
Hongkong Lands	\$100	\$99 s.	Final dividend of \$3.50 per share for 1910	7 p.e.
Humphreys Estates	\$10	\$64 ex. div.	45 c. cents for 1909	7 p.e.
Kowloon Lands	\$30	\$34 b.	\$2 1/2 for 1909	7 p.e.
Shanghai Lands	T. 30	T. 98	Interim of Tls. 3 for 1910	6 1/2 p.e.
West Point	\$50	\$45 s.a.	Final dividend of \$2.20 per share making \$4 in all for year 1910	8 1/2 p.e.
COTTON MILLS.				
Ewas	T. 50	T.85	T. 11 for year ended 31-10-09	12 p.e.
Hongkong Cottons	\$10	\$54 s.	50 cents 31-7-08	
International	T. 75	T.53	T. 7 1/4 for year 30-9-09 (10 p.)	15 p.e.
Loou Kung Mows	T. 100	T.63	Tls. 6 for 1909	10 p.e.
Soy Chees	T. 500	T.240	Tls. 35 for 1909	15 p.e.
MISCELLANEOUS.				
Bell's Asbestos	12.5	\$8 s.a.	15 p.c. for 1909	
China-Borneo	\$12	\$10 1/2 s.	5 p.c. for 1909	6 p.e.
Light & Powers	\$10	\$0.95 b.	60 cents for year 28-2-06	
Do. (Spos. shares)	\$1			
China Providents	\$10	\$7. b.	10 cents for 1910	10 1/2 p.e.
Dairy Farms	\$5	\$18 b.	\$1.20 for year end'g 31-7-10	8 1/2 p.e.
Green Islands	\$10	\$3 1/2	Interim of 15 cents per share for 1910	15 p.e.
H. Price and Co., Ltd.	\$10	\$12	14 per cent. viz. \$1.40 for 1909	12 p.e.
Hongkong Electric	\$10	\$22 b.	\$1.20 per share and b's of 10 cents	8 p.e.
Hongkong Ice	\$25	\$170 s.	Interim of \$2 per share for 1910	
Hongkong Ropes	\$10	\$10	Interim of \$1 per share for 1910	10 p.e.
Langkat	g. 100	T.120	Fin. div. of Tls. 15 mak'g in all Tls. 55 for 1910 and a bonus of Tls. 2	4 p.e.
Morning Post	\$25	\$25 s.	None	
Peak Tramway	\$10	\$13	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-10	6 p.e.
Do. (new)	\$1	\$1 1/2 s.		5 p.e.
Philippines	\$10	\$3	None	
Robinson Piano Co.	\$50	\$50	G.p.c. for 4 years end'g 30-9-07	
Societe des Pulpes et Papierories du Tonkin	\$75 paid up	\$36 s.	First year	...
Shanghai-Sumatra Steam Laundrys	T. 20	T		

ASTON HOUSE,

Albers, F.	Kroyer, B. F.
Alton, R.	Kong Fung Yen
Alyn, M.	Jr.
Antonelli, Mr.	Lapicque, P. A.
Atkinson, R. L.	Linton, Geo.
Aubard, Mr.	Lindenberger, O.
Bastida, S. S.	M.
Beale, H. W.	Love, Col. Bob.
Beaty, J. P.	Martin, H.
Boswell, H. G.	McConnell, H. A.
Bourdoune, A. L.	Mendes, C.
Bram, A. K.	Midlar, T.
Brovad, A. I.	Miller, C. R.
Broughton, Mr.	& Mist, R.
Mr.	Modj, N.
Campbell, R.	Morgan, J. J.
Clark, D.	Murray, W. R.
Clark, Mrs. J. M.	Pond, E. H.
Crouse, Mrs. E. H.	Powell, O.
Denn, H. W.	Ramsay, T. C.
Duhreuil, Dr. J.	Rantenburg, Mr.
Eddy, R. O.	Redd, A.
Edwards, O. R.	Rene, Miss
Frampton, W. C.	Rodes, J.
Gouring, M.	Rondon, L.
Greif, J. M.	Schwein, W. H.
Grossi, Prof.	Shamel, C. H.
Green, E. E.	Sickel, Mr. & Mrs
Hampton, C.	Sizer, P. K.
Hardison, E. A.	Southard, A. E.
Harrison, R. C.	Smith, E. H.
Henry, J. H. M.	Sullivan, J.
Hodgkins, L. H.	Thonton, E.
Hovells, G.	Turner, J.
Jones, H. O.	Walker, F. W.
Johns, O. C.	Warrenton, B.
Joseph, J.	Whinery, R. H.
Joseph, Miss D.	Winston, A. P.
Kahn, D. H.	Wiseman, O.

Bauckham, E. W.	Wrs.
Birch, Mr.	Mill, J. S.
Crow, Mr. & Mrs.	North, R. H.
A. B.	Orlich, Mr.
Grant, G.	Page, W.
Hondyk, A. C.	Pearsons, Mr. and
Hosens, Miss E.	Mrs.
Huber, P.	Pringle, W. J.
Ivory, T.	Robinson, C. T.
Johnson, Mr. and	Schale, G. Van
Mrs. R. D. and	Buren
child	Sonkeeh, F.
Jomeland, H.	Stewart, Capt. &
Koch, O. C.	Mrs. A. H.
Key, Dr. F.	Stoneman, H. F.
Kidward, T. A.	Storrie, A. P.
Knight, Mr. and	Taylor, R.
Mrs. & family	Wilkie, Capt.
Meditach, Mr.	

CHARGEUR.

Adams, Mr. and	Mrs. R. L., and
Mrs. F. R. J.	Hollingsworth,
Caldwell, Mr. and	Mr. and Mrs.
Mrs. G. A.	Ritchie, Mr. and
Chinchen, S. J.	Mrs.
Ginscull, Mr. and	Sutton, Mr. and
Mrs. W. H.	Mrs. F.
Grant-Smith, E.	Wilson, G. L.
Jones, Dr.	Wood, E. M.
Hancock, Lieut. &	

	Feb. 24 18	Feb. 24 18
	10 A.M.	4 P.M.
Barometer	30.19	30.10
Temperature	68	71
Humidity	69	73
Rainfall	—	—

LACE and EMBROIDERIES
a specialty.

TABLE LINENS, SERVIETTES
and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully ex-
cuted.

Hongkong, 6th Sept., 1910. [4]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909—
the rates of Subscription to the
Hongkong Telegraph (daily and weekly
issues) will be as follows:—
DAILY—\$4.00 per annum.
WEEKLY—\$1.50 per annum.

The rates per quarter and per month are
proportional. Subscriptions for an
period less than one month will be
charged as for a full month.

The daily issue is delivered free where
the address is accessible to messengers.
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delivered at their residences without
any extra charge. On applications to
post an additional \$1.50 per quarter
is charged for postage.

The postage on the weekly issue to every
part of the world is 30 cents per
quarter.

Single Copies, Daily, ten cents. Weekly,
twenty-five cents (for cash only).
(PAID IN ADVANCE.)

There will be no rebate to Missions or
institutions as heretofore.